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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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MITCHELL BROS. COMPANY
(INCORPORATED).

VOL. XXI.

CHICAGO, ILLINOIS, JANUARY 15, 1903.

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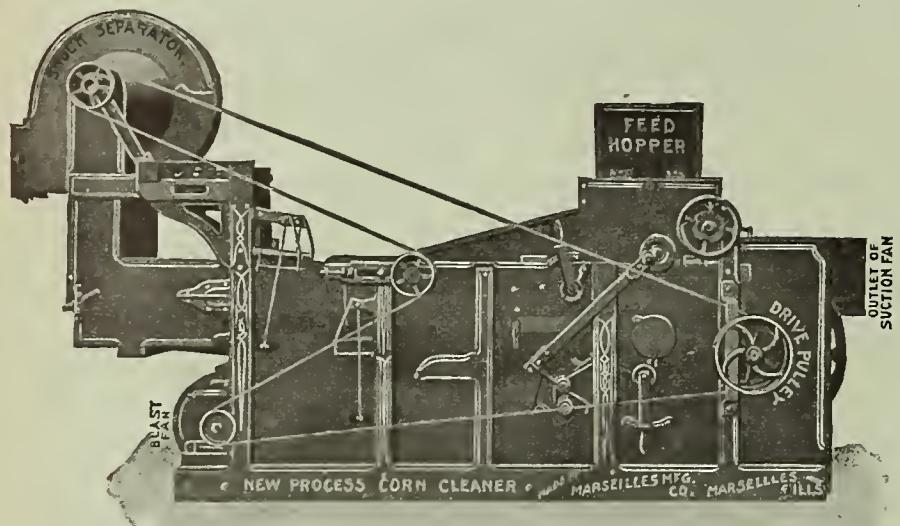
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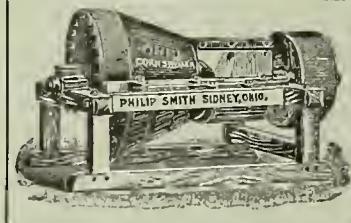
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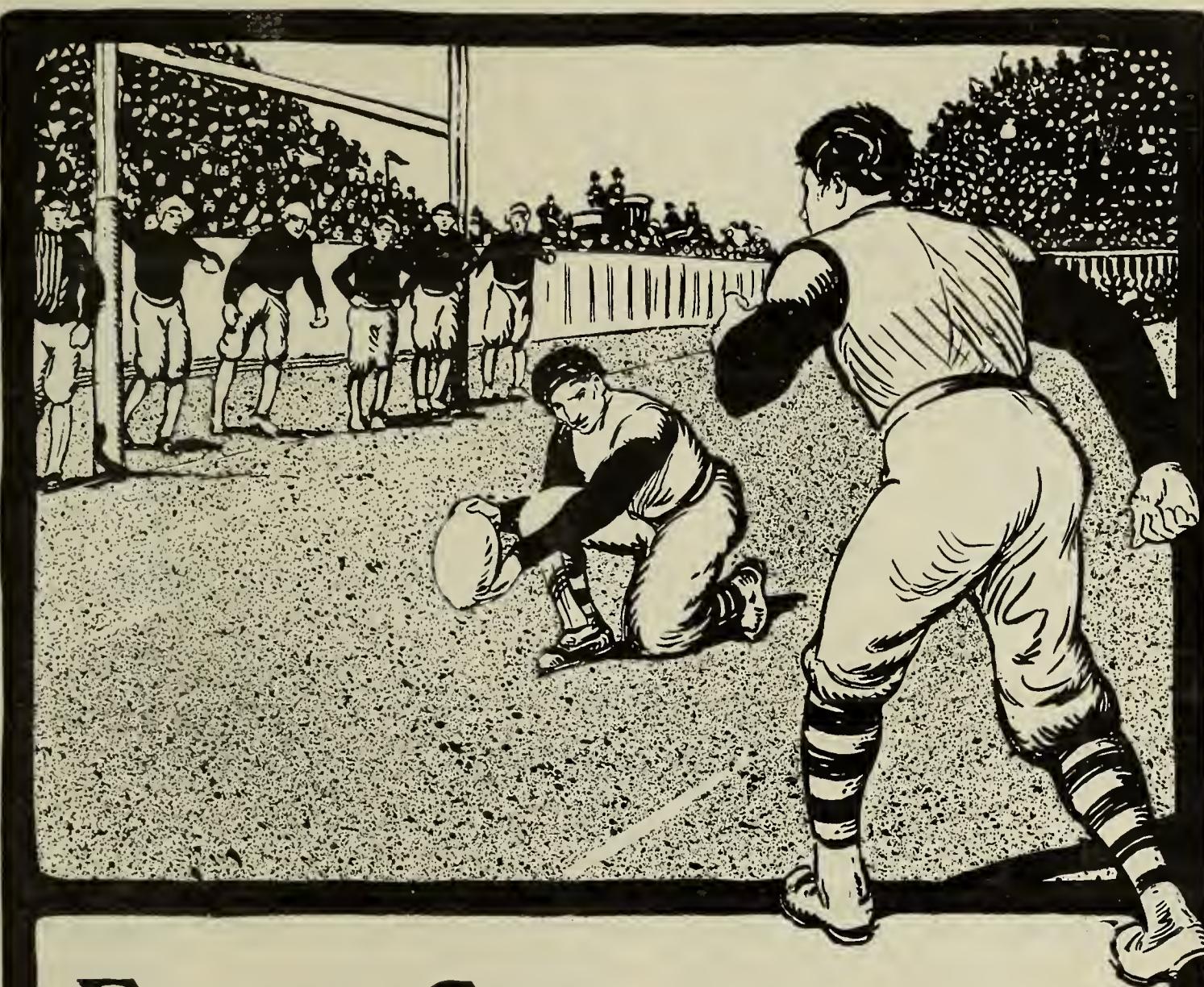
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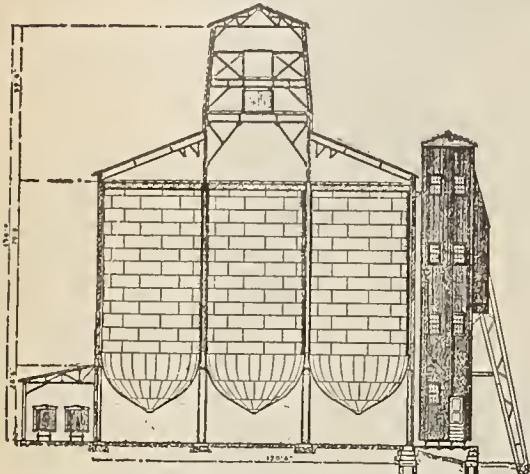
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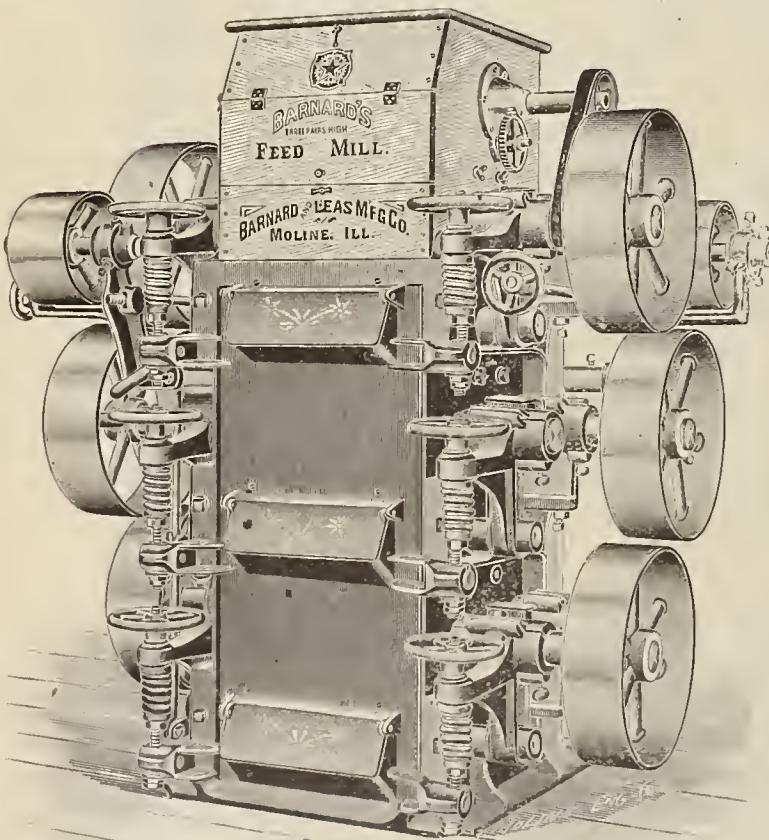
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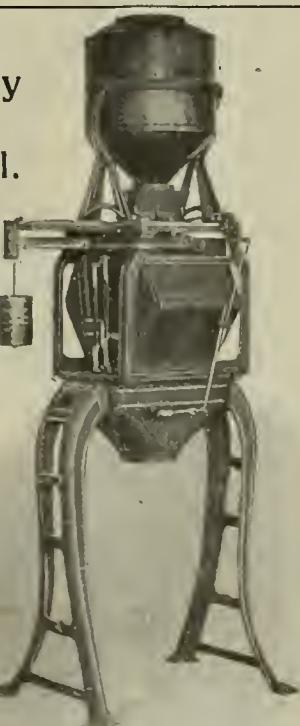
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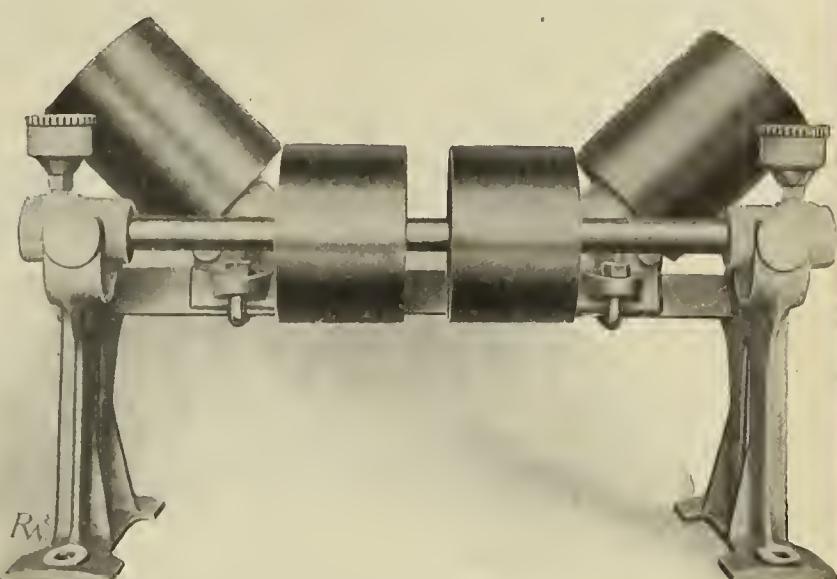
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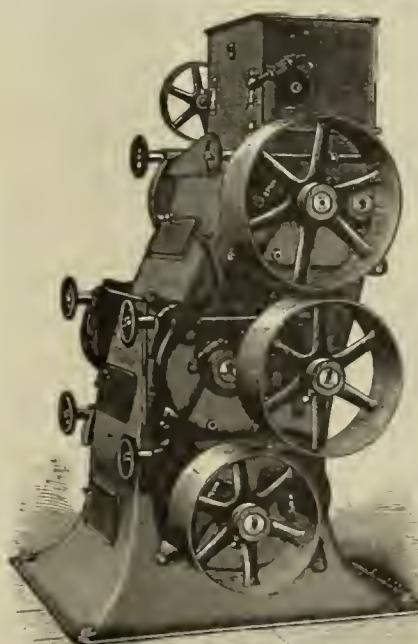
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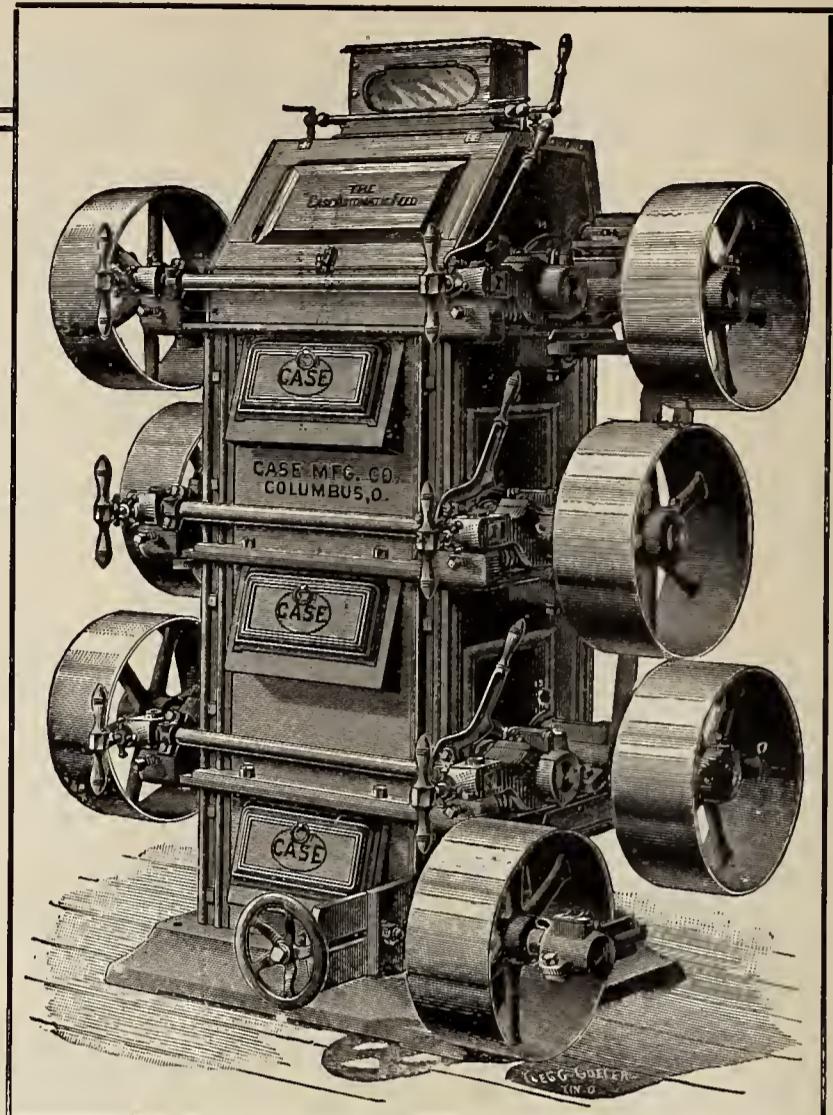
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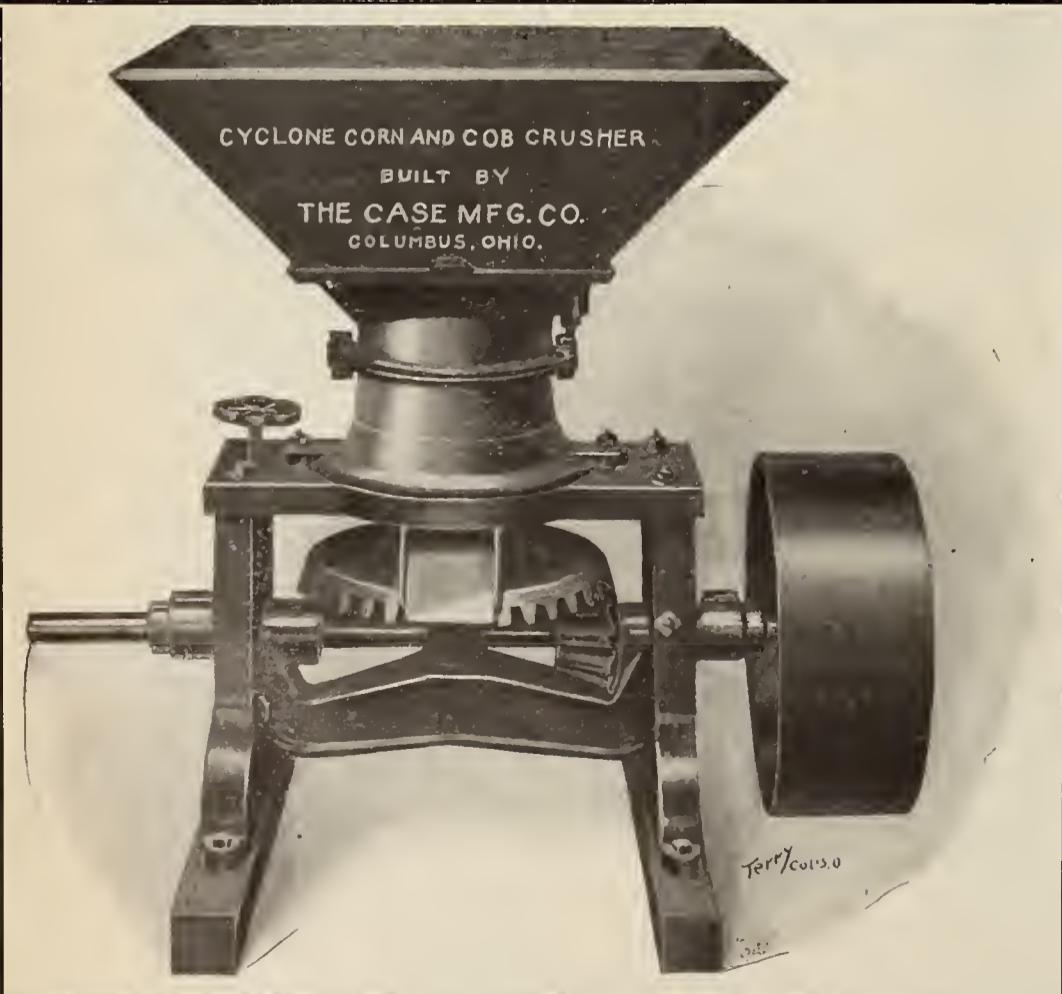
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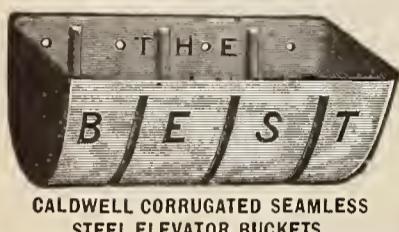
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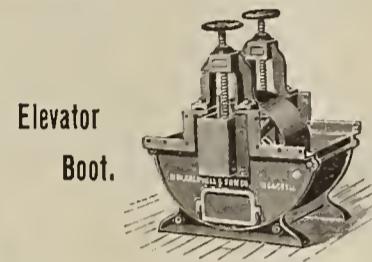


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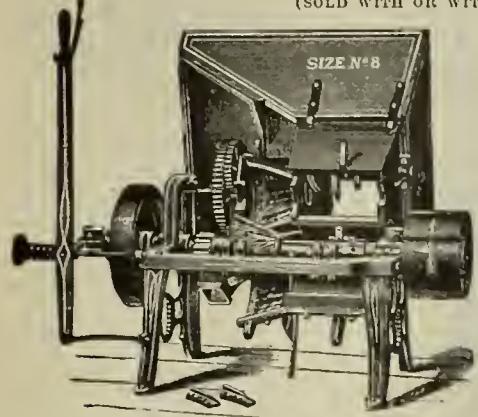
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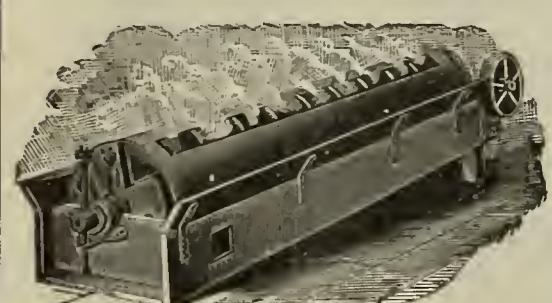
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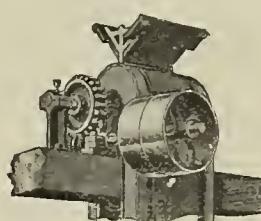
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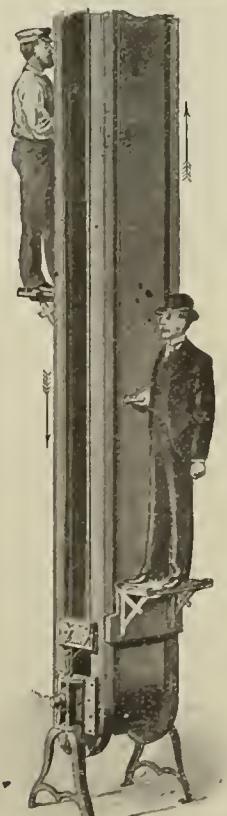
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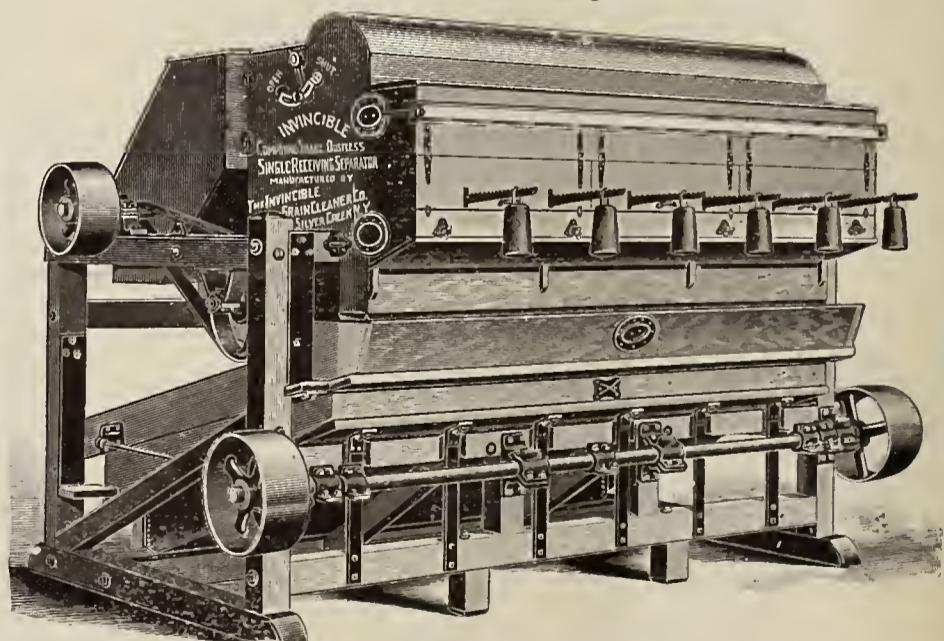
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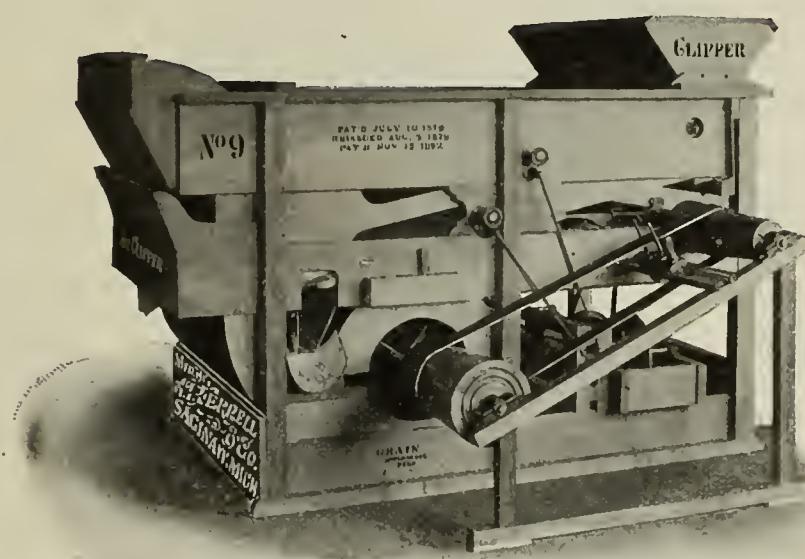
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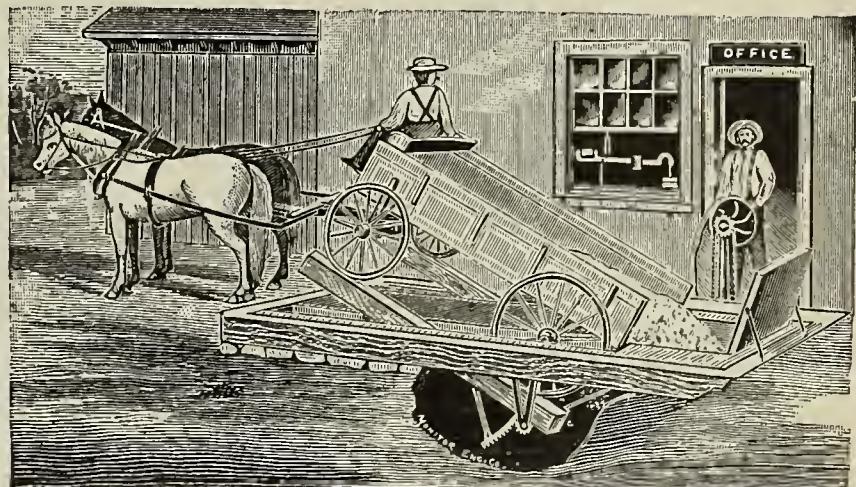
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Gold Dollars



At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1896.

MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

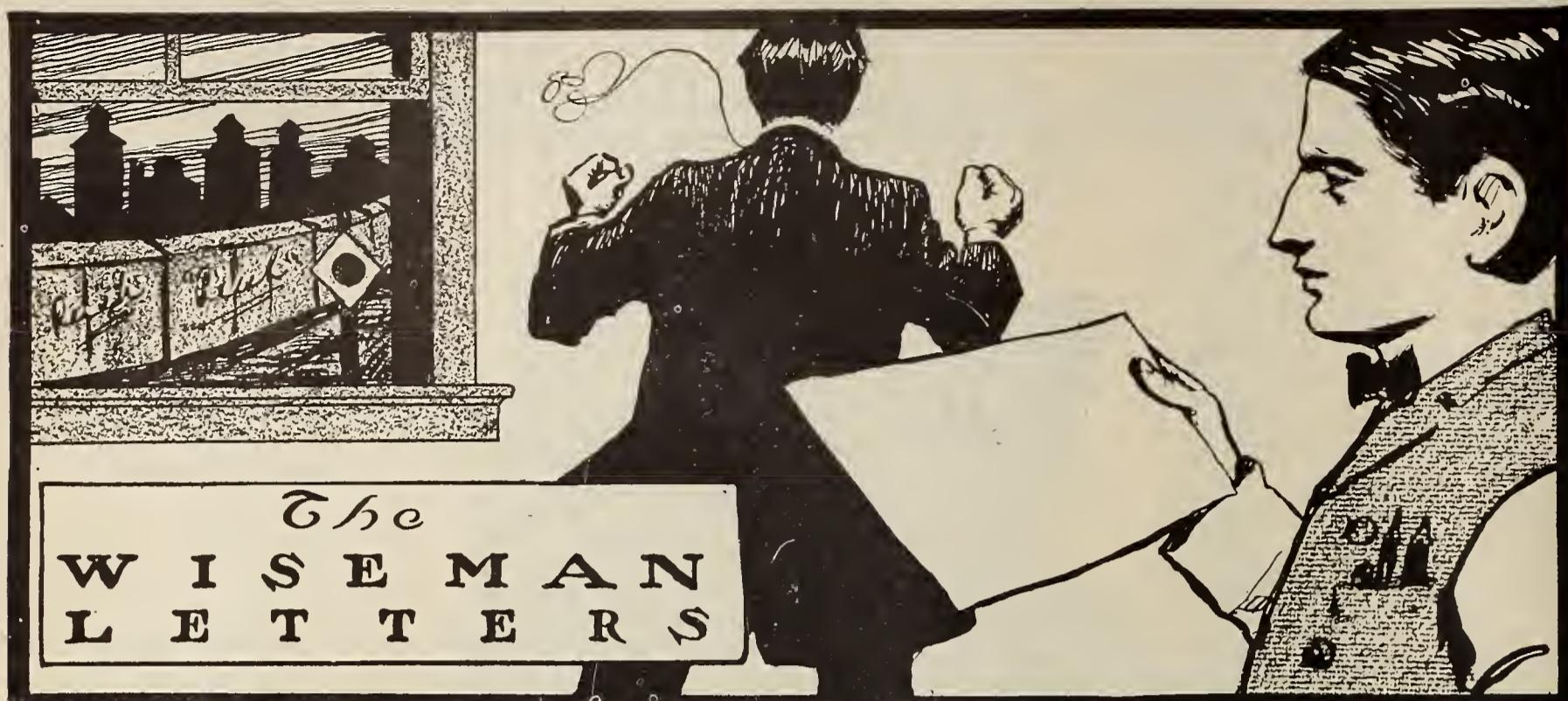
Yours truly,

M. C. WOODWORTH.

MANUFACTURED ONLY BY

THE SAVAGE & LOVE CO., Rockford, Ill.

FAIRBANKS, MORSE & CO., St. Paul, Minn., Northwestern Agents.



When the Boss Has Troubles.

MY DEAR JOHN:

When I was down in the country the other day I called in to see an old friend of ours whom we met in Minneapolis last year.

When I came in he was rushing around the office tearing his hair. Just got a telegram from one of his big customers who had wired him that he must have his order shipped that day.

Well, Jones had a department that was equipped, *on paper*, to clean about 3,000 bushels of wheat a day, but he said it couldn't turn out more than 1,400 to save its life.

That put me in mind of the old days when I had a couple of Just-as-Good & Co.'s machines in. I asked him, "Whose machines have you got in?" Well, I cracked a very broad smile when he said: "Why, I got Just-as-Good & Co.'s machines."

"What can you expect?" I says to him. "You don't expect \$200 machines to do \$400 machine's work, do you?"

"Well," he says, "when I bought these machines they were guaranteed to be just as good as the \$400 Monitor machine."

"You're easy," says I to him. "You wouldn't expect a \$10 clerk to do a \$20 man's job, would you? You don't sell fifty-cent wheat for twenty-five cents, do you?"

Well, I saw that I was getting him sort of hot under the collar, for you know a man never likes to have it rubbed in on him when he has made a pretty bad error. I tell you this, John, for I see that you have it pretty well rubbed into you that the Just-as-Good & Co., machines are all they claim to be. Don't you know that a machine is not as good as it claims to be—but it is only as good as it is? Now, if you put in a Monitor Machine you can gamble on one thing—that it will be just as good as the Huntley people say it is—that it will do everything that the Huntley people say it will do. You can gamble on it that it will stand the racket and I would hate mightily to have you put your money into J. A. G. & Co.'s machinery and get stuck.

Take my advice (for I've been there) and get the best right now. It may make you borrow a little bit more money of the bank to do it, but there is one thing sure—that the machines will earn the difference in six months, and I think that is a pretty good way of looking at an investment. It's mighty poor policy, you know, to get caught like our friend Jones when you don't have to be caught.

Hurriedly,

SAMUEL WISEMAN.

The Monitor Line Includes:

- Monitor Dustless Warehouse and Elevator Separator
- Monitor Dustless Oat Clipper
- Monitor Dustless Warehouse Smutter

And a full line of special grain cleaning machinery for any and all kinds of uses.

Huntley Manufacturing Co.

Silver Creek, New York.

THE AMERICAN ELEVATOR AND GRAIN TRADE.

D. H. JOHNSON, DES.

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY
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VOL. XXI.

CHICAGO, ILLINOIS, JANUARY 15, 1903.

No. 7.

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SINGLE COPY, TEN CENTS.

MUELLER & YOUNG GRAIN CO.

The accompanying engraving is reproduced from a photograph of the new fireproof cleaning house and elevator just completed for the Mueller &

Young Grain Company at Fifty-fifth Street and the Pennsylvania Railroad tracks, Chicago, by J. F. Dornfeld, engineer and architect, of this city. This plant embodies the latest features of modern fireproof construction and equipment, the arrangement

of the latter being also designed by the engineer. The site is the one occupied by H. Mueller & Co.'s house which was burned about a year ago.

The general plan is for a cleaning and elevating capacity of 20,000 bushels per hour, with storage



NEW FIREPROOF CLEANING HOUSE AND ELEVATOR OF MUELLER & YOUNG GRAIN COMPANY AT CHICAGO.
Designed and Built by J. F. Dornfeld, Engineer and Architect, Chicago.

capacity limited for the present to 500,000 bushels.

The main front building is constructed of solid brick walls and steel columns, with beams, roof and tile floors lined with cement, concrete finish, the building being divided into a basement and eight floors.

The first floor, being on a level with the elevated railroad tracks, is used for general purposes, including sacking; the second and fourth floors, being each 25 feet in height, are divided into a series of bins built of tile and finished with steel hopper bottoms.

The third story is the cleaning floor and is fitted up with nine Barnard & Leas Separators and Clippers of the largest size: also with four Invincible Needle Machines, fans, etc. All of these machines or each of them is supplied from a number of bins above and discharge into bins below, thus avoiding repeated elevating. The cleaners are equipped in the most thorough and perfect manner with a dust collecting system furnished by H. L. Day of Minneapolis, Minn.

The fifth story is used exclusively for spouting from four large hopper scales above to any bin below, or on any conveyor belt running into the storage house, or one or more loading spouts for shipment to cars below.

The sixth and seventh floors carry the receiving hoppers and four 84,000-lb. Fairbanks, Morse Co.'s Hopper Scales and the weighing office.

The eighth floor, or roof story, contains four elevator heads with their respective drivers and spouting to any of the receiving hoppers or by-pass spouts to storage and other purposes.

The four elevator legs are of steel construction, made and furnished by the Weller Manufacturing Company, and have a capacity of 10,000 bushels per hour each. They are centrally located in the building in such a manner that any one of them may receive grain from any direction or part of the house and discharge to any part; or, in other words, four different kinds of grain can be handled at one time if necessary; or legs all may be used for one kind of grain, etc., being interchangeable for all purposes.

Directly in the center of the building is a 5x7-ft. Reedy Passenger Elevator running from the first to the eighth floor, and also an iron stairway with closed vestibules on each of the several floors. All the spouting throughout is of heavy galvanized iron and all transmission machinery is of heavy construction, furnished by the Webster Manufacturing Company.

At the rear of the main building are steel storage tanks of 400,000 bushels' capacity built by the Wm. Graver Tank Works on solid stone foundations and provided with concrete hoppers and iron floors above. Both above and below these tanks are two belt conveyors thirty-six inches in width, with feeders and trippers carrying discharge spouts. These belts are connected with the main building, or cleaning house, in such a manner that each may work in connection with any of the elevator legs.

At each side of the building are two car tracks, each 700 feet long, giving track room for 55 cars. The tracks on the west side are used for unloading and those on the east for loading. At each side of the main building the cars are covered with iron sheds, the shed capacity for loading and unloading being four cars each.

The power house is supplied with a 400-horsepower Corliss Engine manufactured by the Murray Iron Works Company and a battery of boilers equipped and fitted up by the Kroeschell Bros.' Company. All the heavy steel and iron work for the several buildings is of the very best construction and was made and furnished by the Vierling-McDowell Company, while all the steel roofing and galvanized iron work was furnished and put in place by the Sykes Steel Roofing Company. The entire plant is supplied by electric light from a separate and direct-connected engine of the Ames high-speed automatic type.

The Mueller & Young Grain Company will make a specialty of handling barley and oats and the

new plant was constructed with a view to handling these cereals to perfection. Mr. Mueller has been in the barley business for twenty years and is considered one of the best judges of this grain in this market and is thoroughly familiar with the wants of brewers and maltsters. The company's oats trade also has grown wonderfully during the past five years, and many millions of bushels are shipped annually east and south where the company's grades have gained an enviable reputation, especially throughout Pennsylvania, where Mr. Wm. P. Brazer, their popular broker in Philadelphia, represents them. The plant has been running about two weeks, and already large quantities of grain have been sold. In a short time everything will be running to the full capacity of the house, which in every way is a model of its kind.

S. H. STEVENS.

The death of Sylvanus H. Stevens, flaxseed inspector at Chicago, took place on December 19, at his home in Hyde Park, Chicago; cause, Bright's disease.

Mr. Stevens was born at Livermore Falls, Me., in 1826. In 1843 the family removed to Quincy, Ill., where the young man soon became prominent, and,



THE LATE S. H. STEVENS OF CHICAGO.

still a stripling, was made deputy sheriff of Adams County. He married in 1852; and in 1854 came to Chicago to engage in the grain trade.

On April 9, 1860, he was appointed grain inspector at Chicago by the Board of Trade, said appointment running for one year. A fac-simile of this appointment appeared in the issue of the "American Elevator and Grain Trade" for October 15, 1900, and is historically important as the record of the first order issued by any legally authorized body to establish in America a regular system of grain inspection of record. Out of this appointment have grown all the grain inspection systems on the continent.

Mr. Stevens was a man of high executive ability and organized his department with consummate skill; and it is probable that he might long have continued to be the Board's chief inspector but for the fact that at the outbreak of the Civil War his patriotism overshadowed all personal interests or considerations. Plunging at once into the stream of armed resistance to Confederate assumptions, he recruited the Chicago Board of Trade Battery of Light Artillery and went to the front as its lieutenant; and remained in the service until the close of the war.

In 1864 Mr. Stevens was appointed acting assistant quartermaster under Colonel James L. Donelson, with headquarters at Nashville, Tenn., and later was chosen colonel of the Sixth Regiment of quartermasters' forces with the Third Brigade, and was with his regiment in line of battle at Nash-

ville on December 15 and 16, 1864. At the close of the war he went to Kansas, where he was thrice elected mayor of Humboldt, and in the years 1875 and 1876 was a member of the state legislature.

In 1882, at the solicitation of the Chicago Board of Trade, he returned to this city to organize the department of flaxseed inspection, and thereafter until his death continually held the office of chief inspector of flax.

As readers of the "American Elevator and Grain Trade" are aware, Mr. Stevens made grain inspection the study of a lifetime, and invented numerous instruments and devices designed to facilitate a system of inspection which he himself had reduced to a practical science and removed from the realm of mere guess work. During his later years he devoted much thought to the development of a uniform system of inspection of all grains and seeds to be national in scope, the first official step toward which was his recommendations to the Chicago Board on this topic, made in his report to the Board for the year ending September 1, 1900, which was published in these columns in the number for October, 1900. These recommendations were at that time approved by the Board, being thus the first official body in America, we believe, to formally endorse a proposition looking to uniformity of grain inspection in all American markets.

Mr. Stevens died a member of the Illinois Commandery of the Loyal Legion and of George H. Thomas Post, G. A. R. Mrs. Stevens and two sons (R. H. Stevens of Chicago and S. H. Stevens, Jr., of Nome City, Alaska) and two daughters (Juliette Stevens, a missionary at Shanghai, China, and Mrs. H. C. Clarke of Coldwater, Mich.) survive him. The funeral services were held at the Stevens home with the rector of St. Paul's Episcopal church, Kenwood, officiating. The interment was in Graceland Cemetery.

"THE PIT."

The long announced novel, "The Pit," by the late Frank Norris, has been issued by Doubleday, Page & Co., publishers, of New York. This is the second of the trilogy of novels which Mr. Norris designed writing as "The Epic of the Wheat." The first, "The Octopus," dealt with the war between the wheat grower and the railroads. "The Pit" is the second, finished only a few weeks before Mr. Norris' death, and handles the speculative section of the wheat trade. The third, which the writer did not complete, was to deal with the European consumer's part in the "Epic of the Wheat."

Of course "The Pit" is a story of Chicago and its center is the Board of Trade. Curtis Jadwin, the speculator, and Mr. Cressler, a commission merchant who has learned his lesson of speculation and "reformed," furnish the technics of the book. Jadwin runs a corner in May wheat and is overtaken with ruin in attempting to carry it over to July. Cressler, almost ruined by one corner in by-gone years, proves unable to resist the fascination of the game and is drawn into it again. Wheat is the dominant tone of the book, but the romance of the book is nevertheless of absorbing interest and will redeem the book in the estimation of the general reader who does not like too much "shop" in his fiction.

Mr. Norris' literary methods are to be deprecated in the average author; they lend to mere verbiage and weary the reader. But Mr. Norris has safely kept within the patience of his readers in his descriptions. Although born in Chicago, the local coloring and topography are somewhat faulty. In driving from the Auditorium to the North Side after the opera, for instance, one would hardly pass by the Board of Trade; and the opera itself seems to have been a rather extraordinary affair, having been sung partly in Italian and partly in French, judging from the quotations given. So, too, the European peasant hardly starves from the withdrawing of the supply of American wheat. He has been doing his level best to get American wheat excluded altogether. But little things of this kind are hardly blemishes. They certainly do not interfere with enjoyment of this last story of an author

whose death put an end to a promising literary career.

INSURANCE COMPANY ORGANIZED.

The Grain Dealers' National Mutual Fire Insurance Company was legally organized under Indiana law at Indianapolis on December 24, with cash resources as required by law amounting to \$127,000 in hand.

The officers and directors are as follows: H. A. Knight, Monticello, Ill., president; J. W. McCord, Columbus, Ohio, vice-president; W. F. C. Golt, of the Columbia National Bank, Indianapolis, treasurer; C. A. McCotter, Indianapolis, secretary; and A. E. Reynolds, Crawfordsville, chairman of the executive committee. The directors are Theodore P. Baxter, Taylorville, Ill.; C. S. Clark, Chicago; H. S. Grimes, Portsmouth, Ohio; J. W. Sales, Bluffton, and Thomas A. Morrison, Kokomo.

THE CLEAGE DEAL.

The St. Louis newspapers have since December 31 published interviews with T. A. Cleage in which he claims a net profit on his December corn deal of 5 cents per bushel on 5,000,000 to 6,000,000 bushels; in other words of \$300,000 to \$360,000. On the 16th of December the "much advertised corn deal" was said to have gone to smash, when corn took a slump of 6 cents before showing any recovery to speak of; and W. W. McCleary & Co. of Chicago, representing the St. Louis blind pool, confessed themselves in trouble by requesting a closing of their deals. McCleage at St. Louis stood pat, however; and in spite of many excellent reasons given by the financial reporters along about December 17 and 18 for the self-evident failure of the Cleage campaign, he appears to have won out.

One episode of the corner was the complaint of the Cleage interests to the Missouri Warehouse Commission that the inspection department was admitting some corn to the contract grade not entitled to such grading. The department was, however, sustained.

ILLINOIS VALLEY ASSOCIATION

The annual meeting of the Illinois Valley Grain Dealers' Association was held at Streator on December 29. There were about twenty-five members present, including President Hogan of Seneca and Secretary Dunaway of Ottawa and Utica.

The Secretary-Treasurer's report for the year read by Mr. Dunaway showed receipts of \$440.47 and expenditures of \$318.97, leaving a balance on hand of \$121.50 [to which was added the amount of the receipts of the evening of annual dues]. The report was accepted and approved.

A resolution adopted by the Central Illinois Grain Dealers' Association was read by the Secretary to whom it had been sent with the request that the Illinois Valley Association also should adopt it. The resolution was to the effect that whereas, many new, important and peculiar conditions have arisen which affect the welfare and interests of the Illinois Grain Dealers' Association "and its individual members, etc." it is ordered that the association of over 100 members does petition the officers and directors of the Illinois Grain Dealers' Association to call a special meeting of the state association to be held at Bloomington at some date in January to be fixed by said officers, ten days' notice of the date of such meeting to be given the members of said association.

This resolution, the occult meaning of which did not appear any too plainly to the Illinois Valley people, was nevertheless concurred in, on motion of Mr. Beyer of DePue.

The election of officers was quickly disposed of. Mr. Wm. Hirschey of Chicago in a brief speech presented so cogent reasons for continuing the officers above named for another year that when Mr. F. N. Rood of LaRose put Mr. Hirschey's motion to suspend the rules and to declare Mr. Hogan and Mr. Dunaway re-elected president and secretary-treasurer by acclamation, there was not a dis-

senting voice, and the gentlemen named yielded gracefully to the inevitable and accepted the trusts for the ensuing year.

On motion Secretary Dunaway was allowed \$50 as remuneration for the past year's services and as "evidence of good faith," so to say.

The Marshall County Grain Company at Varna, Mr. Schumacher, manager, was admitted to membership.

After the discussion of some local problems the meeting adjourned, the next meeting to be held at LaSalle on a date to be fixed by the Secretary.

TOLEDO SALVAGE COMPANY.

The drying of wet grain is most fortunate supplement to the superb system for marketing grain which obtains in America. To say nothing of the drier as a means for conditioning damp grain by removing surplus moisture only mechanically contained, there is also the drier that takes wet and scorched grain from mill and elevator fires and puts it in wholesome condition to market, thus reducing fire losses and preventing great economic waste.

No company has, perhaps, become more conspicu-

Manufacturing Company of Chicago. The cleaning machinery for 3,000 bushels per hour was furnished by the S. Howe Company of Silver Creek, N. Y., and the passenger elevator by P. Moser of Sidney, Ohio. The storage tanks, 75 feet high by 45 feet in diameter (100,000 bushel capacity each) were built by the Warren City Boiler Works of Warren, Ohio.

The Toledo Salvage Company, in a recent letter, say: "We have run the plant two months now, and have handled a large amount of wet corn, and have done elegant work, making the new damp corn as good as any old corn. We have also successfully handled some of the worst water-soaked wheat we have ever tried to save and put in condition, considering the condition of the grain after shipping from Nashville, Tenn., to Toledo."

ARMOUR BUYS MORE ELEVATORS.

The Armour interests, operating as the Neola Grain Company, on December 23, completed the purchase of thirty-one elevators at Iowa stations on the C. M. & St. P. road, at a price said to be in the neighborhood of \$200,000. Of these houses



DRYING PLANT OF THE TOLEDO SALVAGE COMPANY, TOLEDO, OHIO.

ous in this latter class of work than the Toledo Salvage Company of Toledo, Ohio, whose business has been so greatly enlarged in the past few years that they found it necessary to replace their original dryhouse by erecting the new plant shown in the accompanying engraving, which is of a character to place the company in a position to meet any probable emergency that is likely to arise in the trade.

This house, which was completed in September last and has been in successful operation since, was designed by S. P. Stewart & Son of Bowling Green, O., architects, engineers and designers and builders of steel grain elevators and storage buildings, and was built by M. Rabbitt & Sons of Toledo, under the superintendence of the architects.

The drying plant is 35x45 feet on the ground and 130 feet high, with five kiln floors of 900 square feet each for drying grain, said floors having been specially designed for this house and put in by the Goetz & Flodin Company of Chicago. The air that removes the moisture from the drying grain is heated by two furnaces specially designed therefor and the saturated air is moved off by two powerful fans. The drying capacity is from 5,000 to 25,000 bushels per day, according to the amount of moisture contained in the grain.

The main storage elevator has capacity of 215,000 bushels and has elevating machinery for 3,000 bushels per hour, which was supplied by the Weller

twelve were purchased from Pease Bros. and nineteen from the McFarlin Grain Company, both of Des Moines.

The stations purchased from Pease Bros. are located on the Des Moines & Northern division of the Milwaukee road at the following points: Adaza, Juniata, Lavina, Rands, Sac City, Storm Lake, Ortonville, Varina, Grimes, Granger, Waukeee and Rider; those purchased from the McFarlin Company are located at the following points: Fonda, Jolley, Lohrville, Churdan, Farlin, Jefferson, Cooper, Herndon, Yale, Panora, Linden, Templeton, Boone, Luther, High Bridge, Granger, Rider and Campbell, all first class country stations at choice points on the Milwaukee system, as well as what is said to be the largest inland transfer and cleaning plant in Iowa, located at Madrid, which has a capacity sufficient to handle the business from all stations on the Milwaukee road accessible to that point.

The Pease Bros.' interests, operating as the Iowa Elevator Company, has, in consequence of this sale, removed from Des Moines to Minneapolis; while the McFarlin Grain Company will continue to operate the other elevators it still owns in Iowa. The sale puts the Armour interests in practical control of the grain business on all the lines of the C. M. & St. P. road in Iowa, the number of independent stations being very small.

GEO. T. McCOMB.

While Geo. T. McComb of Lockport, N. Y., as a vice-president of the National Hay Association, believes firmly in the beneficial power of associations when exerted for the advancement of the collective interests of the trade at large, he is equally of the mind that individual success is the reward of individual effort. Mr. McComb has been interested in the hay trade for nearly twenty years, but during a portion of that time only indirectly. He began his business life as an accountant and spent six



G. T. M'COMB, LOCKPORT, N. Y.

years as chief accountant of the National Exchange Bank of Lockport before he went to the Niagara County National Bank of the same city, where for another six years he was paying teller. Then he took a trip around the world, returning in 1892.

Although his position in the bank paid him a liberal salary, his indirect experience in hay from 1884 was such that he resigned in order to give the latter business his entire time and attention. The accountant's and paying teller's old habits of watchfulness and care of detail availed him in his hay business, which in ten years he has made one of the most successful in the line in the East; and to-day Mr. McComb claims to be one of the largest, if not actually the largest, shipper of baled hay directly to consumers in the United States. He



HAY WAREHOUSE OF G. T. M'COMB, LOCKPORT, N. Y.

handles grain and feed as well, but hay is his specialty.

Mr. McComb, after taking sole charge of the management of his business in 1892, made a complete change in its method. Instead of continuing the old system of loading directly into cars at the point of origin, and therefore getting imperfectly graded hay, having an abundance of capital at his command, he went into the best hay-growing sections of the East and West, and there erected his own warehouses, where all his hay is received and graded before shipping. By this system he is able to deliver exactly what every consumer wants every time—reduced his business to an exact science, so to say. To this system more than to any one detail of his business he attributed his success. Cash is, of course, the rule of all transactions.

Mr. McComb acts also as shippers' agent, with his representatives in New York City, Boston and, for the export trade, London, England.

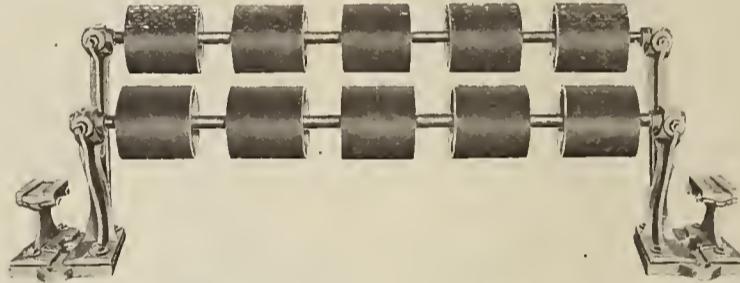
Mr. McComb is at present vice-president for New York state of the National Hay Association, ex-vice-president of the New York Hay Dealers' Association, and member of several learned and scientific societies of the United States and Europe, as well as of several financial corporations in the state of New York.

NEW KANSAS CITY ELEVATOR.

The C. M. & St. P. R. R. has decided to build a grain elevator on a tract of land in Armourdale on the Belt Line Terminal tracks, to be ready for use before the next crop begins to move. The structure planned will be a working house with storage capacity for 250,000 bushels, to which tanks for 1,000,000 will be added from time to time, as needed. The estimated cost is \$75,000; and the date of completion, May 1 of this year.

IMPROVED BELT CONVEYOR PULLEY ROLLERS AND STAND.

The Skillin & Richards Manufacturing Company of Chicago manufacture the improved pulley rollers and stand for belt conveyors shown in the accompanying engraving. As will be seen by an examination of the picture, the belt conveyor rollers are supported on a improved double stand, carrying both the upper and the lower rollers and also the support for the tripper rail. All are carried on a base plate, which is bolted down by means of two bolts. This arrangement makes a convenient



IMPROVED BELT CONVEYOR PULLEY ROLLERS AND STAND.

and complete combination, which must at once appeal to the eye of the practical operator.

By supporting the rail above the floor in this way no obstructions are in the way to prevent sweeping under the belt and keeping it free from dust and chaff; while each rail chair has a strong clamp which holds the rail firmly in place.

The supporting stand carries both the upper and the lower rollers, which can be trained independently or one may be removed without disturbing the other. These stands can also be used in connection with "dish pan" or "disc" concentrating rollers, and also with an arm for carrying adjustable concentrating rollers.

BRICK GRAIN TANK FAILS.

A brick grain tank built at Sleepy Eye, Minn., in September last failed recently when loaded with grain. The tank was 11x7x54 feet in size and had capacity for 2,800 bushels. The walls were composed of a single tier of patented bricks, 15 inches long, 5 inches wide and 2½ inches thick, each brick being pierced near either end with a vertical hole three-quarters of an inch in diameter. The bricks were laid lengthwise, making the wall five inches thick. Across the juncture of every two bricks a third brick broke the joint. But this upper brick was joined to the bricks below not only by good Portland cement, but by 40-penny spikes inserted vertically, with cement, in the holes mentioned. Thus the lower bricks were dowelled together by the spikes descending from the brick above. Lateral pressure against the lower bricks could force their joined ends apart only when the spikes or the upper brick had broken. The bins were also rodded together crosswise with steel rods three-quarters of an inch in diameter.

When the bin had been filled with grain to the

height of forty-six feet, it collapsed. A subsequent examination of the structure disclosed the fact that the bricks themselves were too soft to stand the pressure, and that the failure of the bin was in no wise due to defects in the type or manner of construction.

HAY INSPECTION AND WEIGHING THE STANDARD BALE.

[From an address by Chas. England of Baltimore, president of the National Hay Association, to the Michigan Hay Dealers' Association meeting at Saginaw on December 30, 1902.]

The National Hay Association, which should be an incentive for you in all things, in its early infancy adopted grades; and from the fact that since their adoption changes therein have only been slight modifications, and as they are accepted in their entirety by nearly every city where there is an established system of inspection, it is evident that they fully meet the requirements of the trade and reflect great credit upon those upon whom in the beginning rested the responsibility of formulating those grades. Time has established them; and the National Hay Association grades are not likely to be materially changed for local reasons while present conditions exist. The grades being permanently established, a fair application of them becomes the next question of importance.

If all persons engaged in the business were uniformly experienced and of honest intent, authorized inspectors would be unnecessary; but because of the wide disparity of opinion, at times arising from honest conviction, it is necessary to have men of ability and character, who have no financial or other interest in the determination of the grades,

to act as inspectors; and as their duties are performed largely as arbitrators, they should be men who will as carefully guard the absent party's interest as that of the person represented upon the spot. That all inspectors should be thus unbiased goes without saying; and woe betide the man, or set of men, who may hope to turn these positions of confidence to self-interest and unfair preference or personal gain.

If every dealer, no matter where located, or what might be the character of his business, be he seller or buyer, were as anxious to follow correct paths as he is to require the inspector to live up to principle, there would be few contests or disagreements, but rather greater confidence in business. The principle that influences the green grocer to place the best apples on the top of the pile, and also that makes the buyer anxious to get the top into the peck measure, is the sentiment which has influenced many of us in our transactions with each other. This has been realized by the National Hay Association; and there is a strong sentiment in favor of National Association inspection, for the shipper who feels he has been abused by the methods of the buyer and the buyer who has suffered from the evils of cardoor inspection and similar subterfuges, will alike be benefited; but he who expects National Hay Association inspection to work only in his individual interest will find it to be a two-edged sword which will cut both ways.

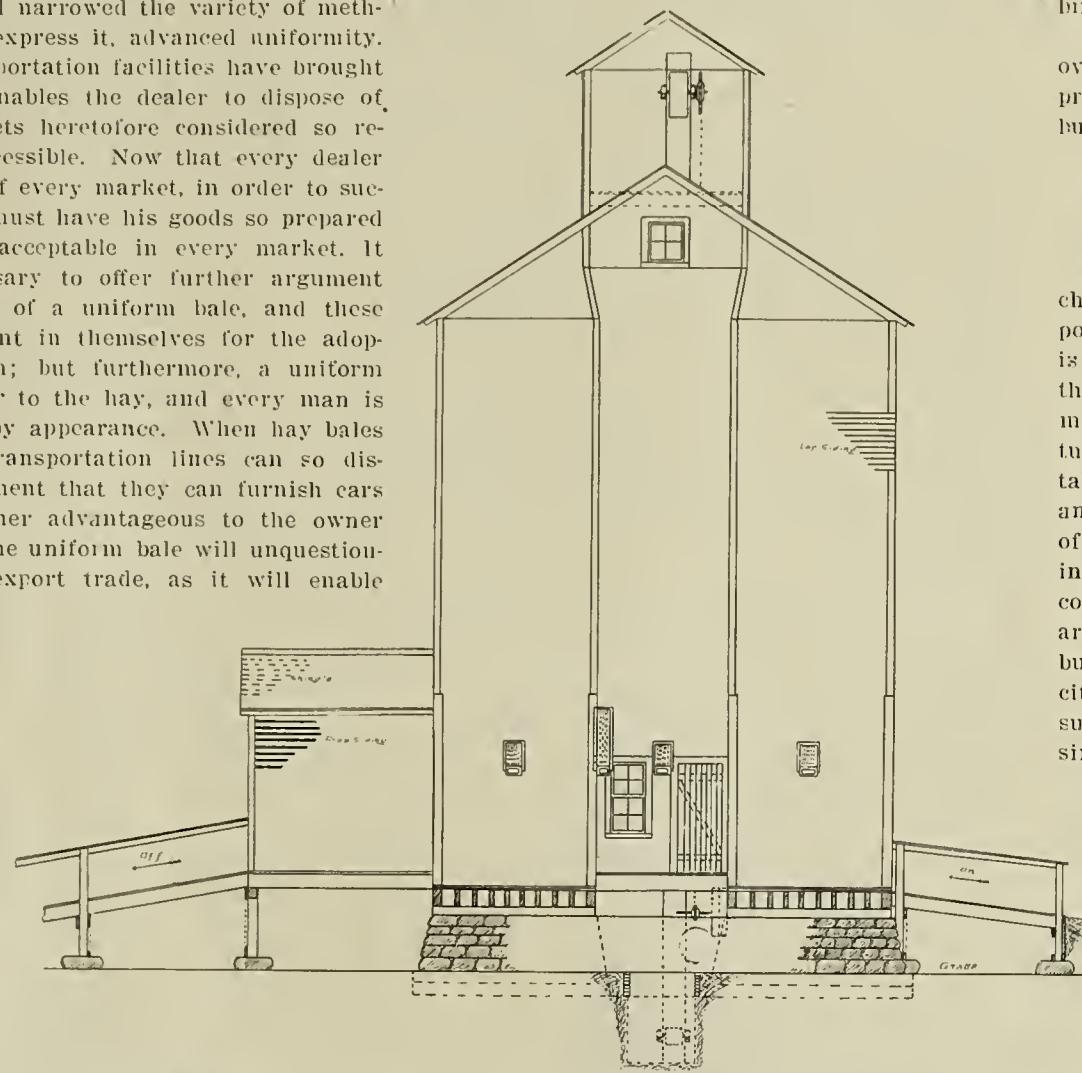
After inspection will come a system of weighing, fair alike to the seller and buyer. The buyer, no matter where located, will always demand 2,000 pounds for a ton; and if a dishonest or careless baler marks up the weights and they are accepted by the shipper without any examination or test, upon the latter will fall the loss, because he cannot expect the terminal market to accept notorious er-

rors; and whether he likes it or not, he will be the sufferer for another's dishonesty or carelessness, and the innocent farmer who has been paid for the hay baler's weights will be the gainer.

The drawing together of sections and communities by the strong influence exerted in behalf of a closer contact has, paradoxically as it may seem, broadened ideas and narrowed the variety of methods; or, to better express it, advanced uniformity. The fact that transportation facilities have brought sections together enables the dealer to dispose of his goods in markets heretofore considered so remote as to be inaccessible. Now that every dealer can avail himself of every market, in order to successfully do so he must have his goods so prepared that they will be acceptable in every market. It should be unnecessary to offer further argument than this in favor of a uniform bale, and these reasons are sufficient in themselves for the adoption of this reform; but furthermore, a uniform bale gives character to the hay, and every man is greatly influenced by appearance. When hay bales are uniform the transportation lines can so distribute their equipment that they can furnish cars for hay in a manner advantageous to the owner and the carrier. The uniform bale will unquestionably develop the export trade, as it will enable

AN 18,000-BUSHEL ELEVATOR.

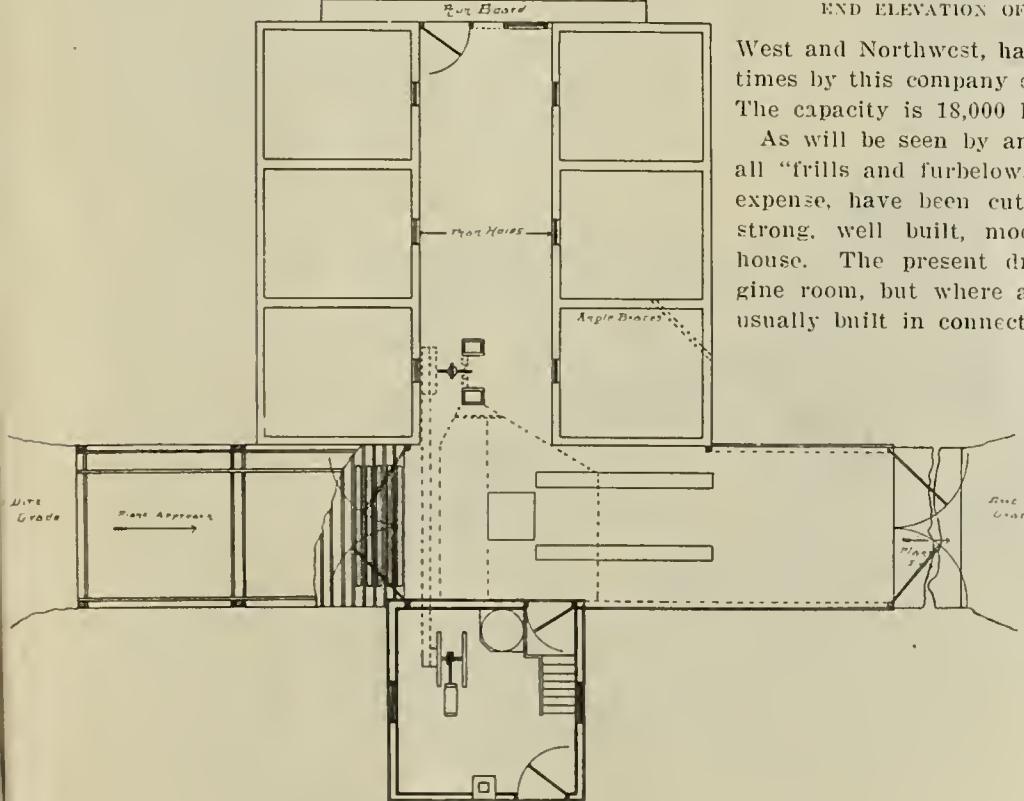
The drawings herewith reproduced were made by Younglove & Boggess Company of Mason City, Ia., engineers and designers and builders of grain elevators, for their standard country elevator of medium capacity. It is a very popular house in the



END ELEVATION OF 18,000-BU. ELEVATOR.

West and Northwest, having been reproduced many times by this company during the past three years. The capacity is 18,000 bushels.

As will be seen by an examination of the plans, all "frills and furbelows," which represent useless expense, have been cut out and there remains a strong, well built, modern and strictly one-man house. The present drawings show only an engine room, but where an office is required, one is usually built in connection with the engine house,



FLOOR PLAN OF 18,000-BU. ELEVATOR.

ocean transportation lines to reliably reckon upon its stowage. A competent committee of the National Hay Association is carefully considering the subject of dimensions and approximate weight of a uniform bale; and when their work is completed, the trade generally will quickly adopt their recommendations because there is a general demand for uniformity.

An examination of candidates for places in the inspection department of Manitoba was held at Winnipeg on December 15. One of the tests applied to candidates was the placing before them of 85 samples of grain to which they were required to give a grade with reasons as to their grading, when the samples were other than a straight grade.

having its floor on a level with the dump and alley floor. Frequently, however, the office and wagon scale are located on the street and neither is required at the elevator.

The elevator boot is of steel. The walls are placed on substantial footings, set eighteen inches below ground to avoid unequal settling on account of dampness or frost.

The machinery equipment consists of a 5-horse-power engine, elevator with 10x5½-in. cups, Hall Distributor and a direct loading spout, which has sufficient pitch and fall to trim a car without any hand labor. The elevating cost is so low that grain may be economically loaded through this spout from any bin. The loading scale is placed on the alley floor. Its hopper is filled from the overhead

and side bins, and after the weighing the scale is dumped and the grain elevated to the loading spout.

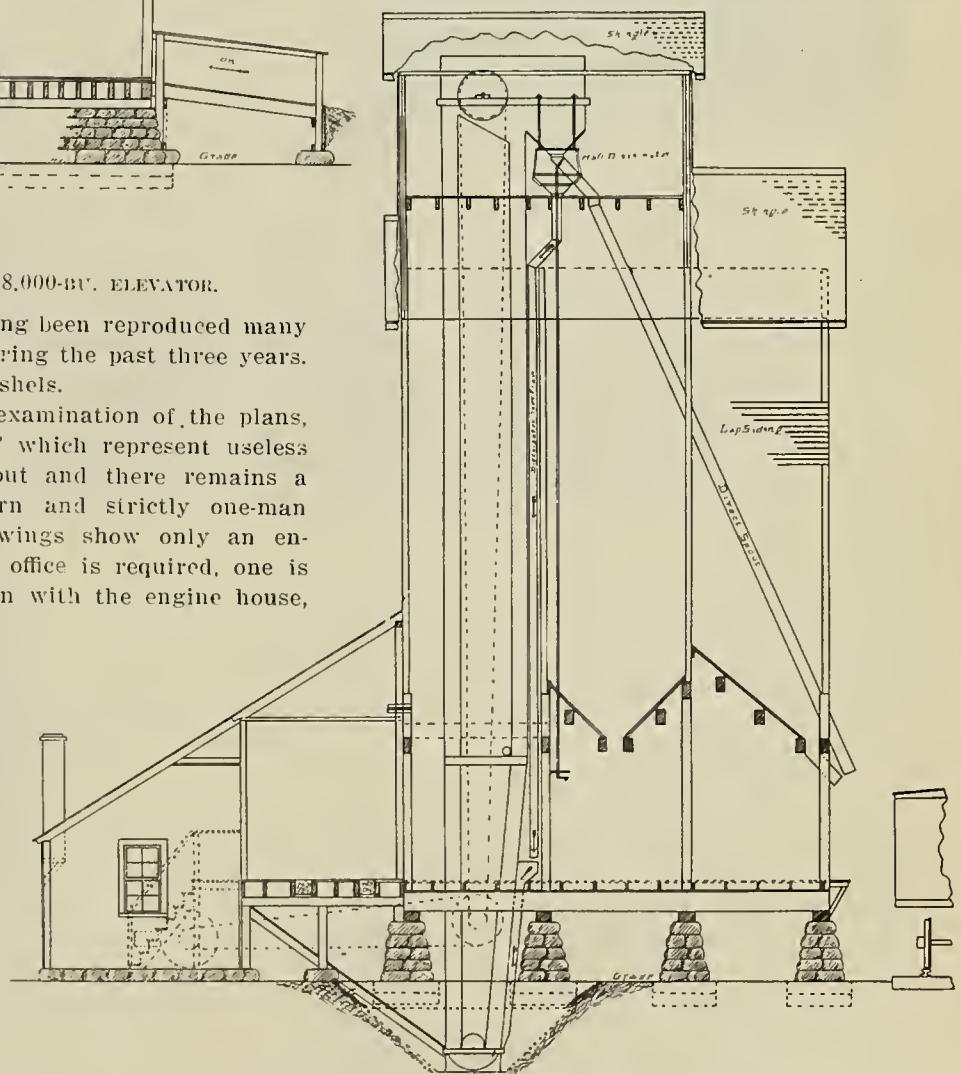
One feature of the building is the economy of space. The plate plan would show the opening required for the leg, drive and stairway, and as this is cribbed to three feet above the plate, the center bin is thirty-eight feet deep.

The plan is simple, but it is not one to be turned over to a barn builder, however excellent it will prove in the hands of competent and conscientious builders.

MINNEAPOLIS INDEPENDENT BOARD.

Minneapolis Independent Grain and Stock Exchange is the pretentious title of a newly incorporated society in Minneapolis, whose membership is limited to 500, and whose object, according to the incorporation papers, is "to advance the commercial, mercantile, manufacturing and agricultural interests of the city, including just and equitable principles of trade; establishing, maintaining and enforcing uniformity in the commercial usages of the city, acquiring, possessing and disseminating useful business information; adjusting the controversies and misunderstandings which may arise between individuals engaged in trade or business; promoting the general prosperity of the city and generally such business as pertains to such organizations;" practically it is an institution similar to the Chicago Open Board of Trade.

This Exchange has acquired quarters in the New



TRACK ELEVATION OF 18,000-BU. ELEVATOR.

York Life Building, and on December 15 began trading in wheat, the first day's "trades" aggregating 2,000,000 bushels at prices varying within ½c of regular Chamber of Commerce quotations. The transactions included one cash trade for 25,000 bushels No. 1 Northern to arrive and another of five cars on track. In which respect it seems to differ from its Chicago contemporary, where a cash trade is so rare that it would not be recognized by the members if met face to face on the pathway.

Grain elevators, weighers, loaders, conveyors, baggers, etc., are now, according to the new official classification, placed in second class for less than carloads, and fifth class in carloads, minimum 24,000 pounds.

WM. W. KNIGHT.

The "college man in business" is not so great a rarity as some knowing folks would have us imagine; and what is more, with all due respect for the opinions of President Schwab, the college career does not seem always to have unfitted the young man for making a success of a business career. When William W. Knight graduated from Yale University a few years ago (1899, in fact), he felt gratified to be able to yield to a fascination he had long felt to get into the grain business by



WILLIAM W. KNIGHT, MOBERLY, MO.

taking a place in the office of Reynold Bros., at Toledo.

Until the spring of 1902 he remained in the office, working there in various capacities, and by keeping his eyes and ears opened learned a good deal of the business aside from the mere keeping of its books. As opportunity permitted he was able to pick up not a little practical knowledge of grain by getting out in the morning with the "early birds" and taking frequent tours with the track inspectors in the yards. This would hardly be considered picnicking by most office men, but the experience was found useful later.

In the spring of 1902 the Reynold Bros. sent him out to represent them in the country west of the Mississippi, with headquarters at Moberly. He has been doing good work, and is rapidly building up a desirable acquaintance and list of patrons.

INSPECTION PROFITS.

The annual report of the Minnesota Railway and Warehouse Commission states that the treasury of the inspection department on November 30 held a surplus of \$114,352.16, a net gain for the preceding twelve months of \$32,569.06. It is expected, therefore, that a reduction of 20 per cent of the inspection fee (that is, of 5 cents a car) will soon be made, which should cause a cut of \$15,000 annually in the net revenue of the department.

The report further states that only two cases arose during the year in which the Commission was required to act under the law passed in 1895, providing that the full amount of loans on grain shall at all times be covered by policies of fire insurance, except where the products covered by warehouse receipts are stored in a warehouse which the state Warehouse Commission has pronounced fireproof. One case was that of the Electric Steel Elevator Company of Minneapolis, 1,700,000 bushels' capacity, which the Commission declared to be fireproof and issued a certificate accordingly, and the other case was that of a steel tank owned by Everett, Aughenbaugh & Co. of Waseca.

About 150 receivers of grain and other farm prod-

ucts applied to the Commission during the year for licenses in accordance with the provisions of the general laws of 1899. In no instance during the year was suit brought against any regularly licensed commission firm or its bondsmen. In one instance only was it necessary to revoke a license, and this not because of unlawful acts committed by the firm, but because of a refusal to furnish additional bonds required by the Commission.

THE CORNWALL CORN CLEANER

This machine, made by the Barnard & Leas Manufacturing Company of Moline, Ill., needs no introduction to the elevator trade. While it was the first of the shaker corn cleaners and is well and favorably known wherever corn is handled, its makers have added such features and improvements from time to time as their wide experience has shown to be desirable.

One feature peculiar to this machine, and the one which has given it its great popularity, is its patent finger sieve. This is of special construction and is said to be the only form of sieve that will not clog and which will remove the small cob ends and pieces of cob.

The shaker is made in two parts, as shown in the cut, and is operated by separate pairs of eccentrics working opposite each other. These parts are constructed in such a way that the corn, shucks and cobs in passing from one sieve to the other must pass over a row of steel rods of different lengths and then drop several inches. This serves to shake up the mass of shucks, cobs, etc., and allows the corn to fall through onto the tail sieve in shape for a more thorough separation. The use of these rods is a specially valuable feature where there are many shucks mixed with the corn, since it prevents the corn from tailing over with the shucks, and thus increases the capacity of the machine.

While this machine is essentially a corn cleaner, it is also adapted for the first cleaning of other kinds of grain, such as wheat, oats, etc., by changing the sieves, and it is then a very good receiving separator.

Before reaching the sieves the corn and cobs pass through an air current, which removes the

chaff, silks, husks and very light pieces of cob. The heavier part of the product then passes onto the sieves where the cobs, cob ends and husks are removed. The corn then passes into the large air trunk, which removes the shrunken grains and light broken pieces of corn, leaving the corn clean. The screenings drawn out by the last air separation are caught in the screen box and can be ground into feed.

When specially ordered the shaker is constructed with a cockle or sand sieve for removing mustard and other small seeds, sand, etc. The sieves for small grain can be placed on the shaker without removing the corn sieves.

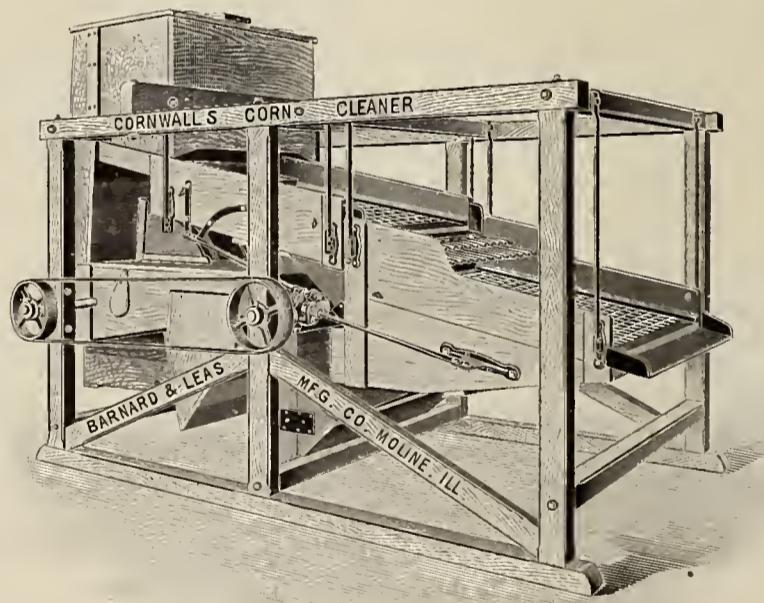
The machine is dustless, light running and dur-

[From an address by President Charles England of Baltimore to the Michigan Hay Dealers' Association at Saginaw on December 30, 1902.]

A matter of national importance claiming the attention of every business man is the proposed enlargement of the powers of the Interstate Commerce Commission in order that it may be in a position to enforce its decree. The original interstate commerce law was passed in 1887; and it was then supposed by Congress and the people of the United States that the Commission would have power to forbid discrimination of every kind, and compel the carriers to cease and desist from any unfair or unlawful charges for transportation.

For ten years the Commission and the carriers acted under this belief; but in 1897 the Supreme Court of the United States declared that the Commission could condemn a rate as unreasonable or unjust, but it could not compel its orders to be obeyed. Since that decision several bills have been introduced in Congress to grant this power, but they have all failed of passage, either through the influence of the lobby or because of the composition of the committees having them in charge; and those who have been active in pressing these measures have realized that in this country of ours public wrongs are not easily righted. But the time seems near for that form of revolution which has always been characteristic of the American people:—peaceful and orderly, but earnest and effective, bringing about a complete change in the spirit of the law-making power.

There is now pending before Congress a measure known as the "Amended Elkins Bill" which, although not everything the people have a right to expect, is nevertheless a step in the right direction; and every business man should consider it a personal matter and devote a portion of his time to secure its passage. This bill provides among other things that if any carrier refuses or neglects



THE CORNWALL CORN CLEANER.

to obey an order of the Interstate Commerce Commission a summarily writ of injunction shall apply and the offending carrier be subjected to a penalty of \$5,000 for every day's continuance of the violation.

It seems almost incredible that railroad management has for so long a time conducted itself apparently regardless of the rights of the people; granting them only the privilege of paying rates prescribed for the transportation of their persons and property. According to the last census, less than one-tenth of all the wealth of a nation is invested in railroads, the other nine-tenths being invested in business, houses and lands, etc. The nine-tenths furnishes traffic for the railroads, and the com-

bination which control the one-tenth are presuming to-day to speak for the entire wealth of the country. And under existing statutes there appears to be no protection against the exactions of this powerful minority.

This condition could not exist if the people desired it otherwise; and if every business man will appreciate his power and influence, it will not be long before there will be some arrangement by which the railroads may earn a fair dividend upon unwatered stock and at the same time persons and localities will not be discriminated against.

While you are pushing your business during the year give some of your time towards advocating a change in these conditions, and impress upon your representatives in Congress that you are deeply in earnest about it.

CHIEF WEIGHMASTER FOSS GIVES A DINNER.

Always, along about Christmas time, the employes of the weighing department under Chief Weighmaster H. A. Foss of the Chicago Board of Trade know that there will be something doing. This year Mr. Foss' idea for a good time for his men took the form of a dinner which was duly given on the evening of December 15 in the main dining room of the Wyoming Hotel. The tables, at which more than 100 of the employes of the department took their places, were arranged around the room to form a square, Mr. Foss' guests other than his employes being seated at a round table in the center.

The guests of Mr. Foss were as follows: President W. S. Warren of the Board of Trade; F. W. Smith, chairman, and Capt. I. P. Rumsey of the Board of Trade Weighing Committee; Wm. Nash; F. J. Fiske; Geo. A. Stibbens, secretary of the Grain Dealers' National Association; H. N. Knight, president of the Illinois Grain Dealers' Association; M. J. Hogan, president of the Illinois Valley Grain Dealers' Association; L. T. Hutchins, president of the Eastern Illinois Grain Dealers' Association; and John E. Bacon, representing the "American Elevator and Grain Trade."

After full justice had been done a very elaborate menu Mr. Foss made a short talk as follows:

If our friends will bear with me for a few minutes, I would like to talk shop to our boys. When I say "boys," of course I bar Messrs. Mattison, John and James Warnock, Hawkins, Olmsted, De Long and others of you that may be gray or bald. It gives me pleasure to find that so many of you have responded to my invitation. My object in getting you together is to give you an enjoyable meal and provide the opportunity for your becoming better acquainted with each other. I shall try not to say anything to you that would make the evening otherwise than an enjoyable one; but grant me the privilege of once more calling your attention to my letter of October 15th, copies of which were sent to all the employes of the Weighing Department at that time. It reads as follows:

"Dear Sir: I herewith enclose you a copy of the rules, which should govern you in the performance of your duties.

"Great care has been taken to put these rules into plain language that can be easily understood. Should any explanation be required, I trust you will not hesitate to call on me or my assistants.

"I shall take it for granted that these rules will be followed in all cases, unless, for some good reason, you are unable to comply with them. In such case, please report at once. Your suggestions may be of value, and will be gratefully received.

"Whenever an employe stationed at an elevator has time at his disposal, I trust he will feel that we are all working together for the good of the service, and will be disposed to use that time to good advantage in adjoining railway yards and on nearby railroad tracks. There is always need for inspection that may result in finding leaks, stopping petty thieving and examining the conditions of cars that are to be loaded or unloaded.

"Reports on such matters will be of great help to this department, and will meet with due appreciation. To the end of doing the best possible for the service, I ask and expect the help of all my employes.

Yours truly,

"H. A. FOSS."

The object of this letter was not only to remind you of the necessity of adhering to the rules, but more as a reminder to you to make yourselves useful whenever the opportunity presents itself; in other words, to make your services indispensable; and I believe in this lies one of the secrets of success. "To improve the golden moment of opportunity and catch the good that is within our reach, is the great art of life."

There are two rules that I desire to call your

attention to—No. 29, which reads, "Attend strictly to your own business and avoid unnecessary talking." The object of this rule is to prevent employes of the weighing department from telling one elevator man what another elevator man is doing, or even from expressing his opinion about another elevator man's doings and business. The other rule I will mention is No. 30, which reads: "Be just as prompt and sure to report mistakes made by yourself as by others; and when a mistake is discovered do not fail to report same fully." In connection with this rule I want to say that should you ever discover any of your mistakes, report them regardless of consequences.

I do not know of any employe that ever lost his position on account of telling the truth, even though the fault was entirely his own. I want you to have enough self-esteem to say, "I will do it because it is right"; and do not let any outside influence turn you away from what you believe to be right. Never forget that you are an individual and that in your individual work lies the strength of the whole weighing department of the Chicago Board of Trade and that it affects the whole grain trade tributary to Chicago. A few clerical errors made by us might force a small merchant to retire from business; consequently, you see the necessity for accuracy.

The backbone of the business is in your individual work and the success of the department is due to your efforts, and the good work you have done is the cause for the confidence the grain trade has in us.

Each of the guests responded briefly with words commendatory of the department and to the feeling of confidence which the grain trade entertained for the department, due to the efficient manner in which it is conducted by the chief weighmaster

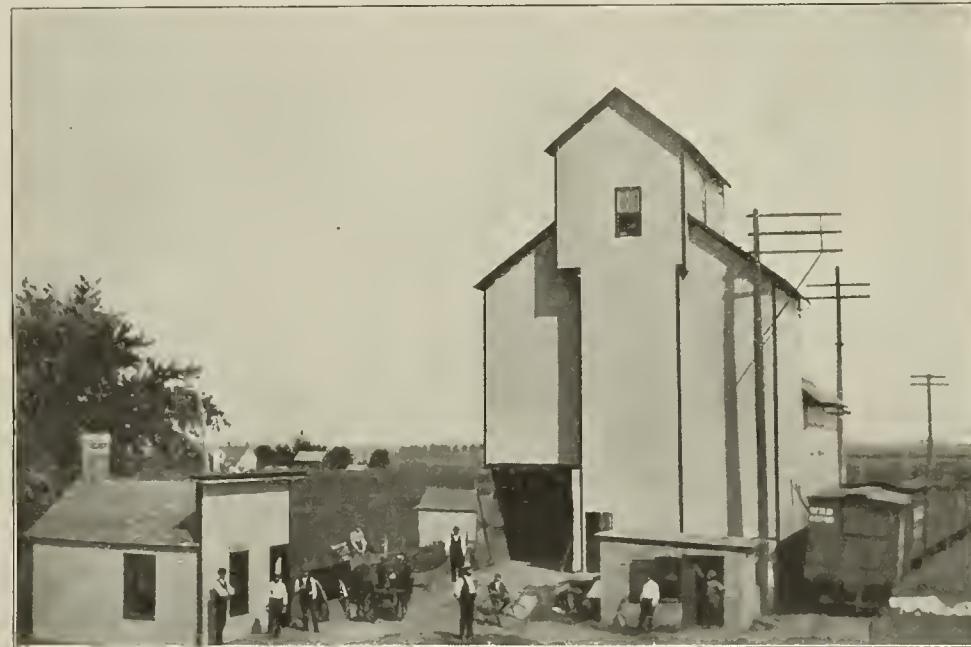
half coming to the farmers. There was a divergence of opinion on this point, it being suggested that the proposal would interfere with the freedom of shipment. The proposal was nevertheless indorsed by a large majority.

W. A. WILLIAMSON, SAUNEMIN, ILLINOIS.

If it is in the nature of man to be contented, one might "suspect" W. A. Williamson of Saunemin, Ill., of having pre-empted a front seat among contented grain dealers. If he isn't contented, he ought to be. For when a man has as good a station as he has, right in the very core of the corn lands of Livingston county, he can be set down as "too well fixed" to belong to the kicker class; and he doesn't kick.

It takes big houses to handle Livingston county grain at a good station—there's so much of it; and we find, on examining the picture of Mr. Williamson's elevator, that it consists of two parts—the old and the new. The new house is that part seen in the foreground of the picture, the entire building being 32x66 feet on the ground. The new house is 56 feet high, and has storage capacity for 20,000 bushels of grain.

The old house, which also has 20,000 bushels' ca-



ELEVATOR OF W. A. WILLIAMSON AT SAUNEMIN, ILLINOIS.

and to the integrity and loyalty of the men in his employ.

Geo. Metcalf and George J. Le Beau spoke in behalf of the employes of the department.

The evening passed very pleasantly and will be remembered as one of real enjoyment by all who participated.

CANADIAN GRAIN GROWERS.

The Territorial Grain Growers' Association met at Indian Head, N. W. T., Canada, in December, in annual session; and after much complaint that the "world was out of whack," so far as the system of marketing grain and stock in Canada is concerned, elaborated a scheme for reform in the shape of the inevitable resolution.

After declaring the C. P. Ry. incapable of handling the "traffic of the West," the resolution calls for "more storage facilities," an inquiry into the feasibility of a railway to Hudson's Bay, protest against discrimination in the distribution of cars; and especially for amendments to the grain act.

Apropos the latter, the resolutions committee formulated several proposals,—one that if the railway did not grant a suitable place for a site for a siding, elevator or warehouse within fifteen days after a request, the company should be liable to a fine of not less \$25 a day for each day's delay. One was to increase the size of the platforms. A third recommendation was that at stations where there is a railway agent, he shall apportion the cars, one-half coming to the grain dealers and one-

capacity, was repaired when the new part was added, and is filled by means of gravity spout from the new part, the grain being moved out of the house by a conveyor in the bottom, which takes the grain to the elevator boot.

The machinery is placed in the new part and the operation of the house is made easy by there being ample room and power, a gasoline engine of six horsepower being in use. The loading capacity is a 1200-bushel car in forty-five minutes. The railroad is the Wabash. The station is only eighty-three miles from Chicago.

NEW PENNSYLVANIA ELEVATOR.

The directory of the Pennsylvania Railroad Company will spend \$30,000 in the erection of a steel grain elevator in the new freight yards at Germantown Junction, the construction contract having been awarded to Geo. M. Moulton & Co., of Chicago, who will furnish the plans also.

The elevator will be five stories high, or 163.11 feet over all. The building will be 126 feet long by 76 feet wide; and in connection with it there will be a brick power house 50 feet by 35 feet, a sheller house of corrugated iron, 36 feet by 14 feet, and a brick office, 16 by 12 feet.

The site chosen is on the east side of Broad Street, opposite the Germantown Junction passenger station.

The annual Tri-state Grain Growers' Convention will be held at Fargo, N. D., as usual, on January 20-23.

COMMUNICATED

(We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.)

RESPONSIBILITY ENDS WITH FIRST INSPECTION.

Editor American Elevator and Grain Trade:—We have not had any complaints so far on shipments for corn, as we did not ship out any corn until about the first of December. At that time our corn was in very good shape and we do not anticipate any trouble.

It is a hard matter to say when the shippers' responsibility should end. We believe our responsibility should end when the Columbus inspectors inspect our stuff and say it is alright.

Yours truly,

THE WINCHESTER MILLING CO.

Canal Winchester, O.

SHIPPERS OPPOSED TO REBILLED LOSSES.

Editor American Elevator and Grain Trade:—There has been a good deal of complaint made by grain dealers in this section of Ohio regarding losses after cars of grain have been rebilled.

As for myself, I think it absurd to ask a shipper to stand any loss after a car has been rebilled and I believe my fellow grain dealers look at it as I do and feel that something should be done along that line. I feel that the grain trade papers have done a world of good in assisting such improvements along and I trust they will be able to do us still more good.

Grain is moving to market very slowly this fall. There has been no rush as in former years. More cattle are on feed this fall than was ever known before in this section. I look for better prices during January.

Yours truly,

S. A. MUFF.

New Carlisle, O.

INCREASED EXPORTS FROM NEW ORLEANS.

Editor American Elevator and Grain Trade:—Enclosed I beg to hand you statement of clearances of grain during the month of December, 1902:

In wheat, of a total of 2,080,905 bushels, the Inspection Department of the Maritime Exchange inspected 2,003,110 bushels, 77,795 bushels having been inspected outside of this Exchange.

In corn, of a total of 1,276,332 bushels, this Exchange inspected 1,153,844 bushels, leaving 122,488 bushels as a balance not inspected by our Inspection Department.

You will notice that there was a considerable increase in the exports of both grains during December, and indications point to a brisk movement during the month of January.

With the compliments of the season, I beg to remain,

Yours truly,

FRED MULLER, Secretary.

New Orleans, La.

HAVE INCORPORATED.

Editor American Elevator and Grain Trade:—We beg to advise you that the firm of Daniel McCaffrey's Sons has been merged into a corporation titled Daniel McCaffrey's Sons' Company.

The stock of said corporation is entirely owned by the members of the old firm, with the exception of such amounts as have been allotted to our valued and trusted employes. All of the property of the old firm goes in as assets of the new corporation, and in addition thereto the buildings now occupied as offices and warehouses, which have been purchased by the new corporation.

The increasing volume of our business from year to year has made this change necessary, and the new corporation is now arranging with the various railroads entering Pittsburgh for the erection of receiving depots and warehouses, and with such additional facilities we will be enabled to extend to our customers and shippers greater satisfaction than they have enjoyed in the past.

The method of conducting our business will be practically the same as that heretofore in vogue, and which has proved so successful during the past thirty-five years.

Yours respectfully,

DANIEL McCAFFREY'S SONS.

Pittsburg, Pa.

DUPLICATE WEIGHING PROVES SATISFACTORIAL.

Editor American Elevator and Grain Trade:—We notice by your paper that a subject of great interest to the grain trade is the system of weighing generally employed throughout the country.

Our experience with weights has been very flattering to this firm. We have adopted a double check which we find is well worth while.

At our unloading boat we have a track scale; the gross weight is taken, grain doors taken out, the car unloaded from the very place it stands, reweighed empty including the grain doors, to get the actual net weight. This weight is sent to the office and checked against the hopper weights returned by the general weighing master. The same system is employed on our business.

We have rendered account sales to our trade on our weights and the result was more business. We think that if every one would employ the duplicate weight system as a check there would be very few complaints coming from either end.

Yours truly, PERRIN BROTHERS,
Cincinnati, O. Per G. G. Ostendorf.

WANT GRAIN DRIERS AT WESTWEGO.

Editor American Elevator and Grain Trade:—Referring to clause on page 6 of the enclosed grain grades pamphlet, stipulating that "No corn below the grade of No. 3 shall be admitted into export elevator," I now beg to advise that the Grain Committee of this Exchange recently passed a modification of this rule, the main purpose of which is to force the Texas and Pacific Railroad to place driers into their elevators at Westwego.

The rule as passed is as follows:

"Resolved, That the rule regarding exclusion of 'off grade corn' from Westwego Elevators be modified under the following conditions: That a limited space in Elevator 'A' at Westwego (to be designated to the inspectors) be set aside for corn grading below No. 3, with the understanding that if corn be moved for handling purposes into other bins, due notice be given the inspectors, and be it further

"Resolved, That no corn grading No. 3 or better be admitted into this elevator as long as the modification of the rule exists."

Yours truly,
FRED MULLER, Secretary.
Maritime & Merchants' Exchange, Ltd.
New Orleans, La.

SHOULD ALLOW SOME MOISTURE IN NO. 2.

Editor American Elevator and Grain Trade:—We hear a great deal about the poor condition of corn this season, but a few days of such weather as we are having in Kansas to-day will change conditions materially. In fact, I saw fine corn being marketed to-day in Eastern Kansas, and I have visited farms to see the condition of ear corn and it is simply fine. A freezing but crisp, dry wave is on now and is just what field and cribbed corn needs. From now on quality and condition will be superior.

A week ago I think the Chicago Glucose Co. stated they were buying new corn with only 2 per cent more moisture in it than was in the old.

Now, it would look sensible to have a rule that No. 2 corn might contain a certain percentage of moisture, and any car of corn appealed should have expert judgment passed on it by a chemist furnished by the state instead of trusting to the fallible judgment of the appeals committee. The \$5 per car would certainly pay for the test and the consignor would get justice for his money. A chemist test would be an infallible test as to the degree of dryness of the corn.

Corn grading below No. 2 on account of dampness only should have this privilege, optional with the one who is willing to risk his \$5 for a fair chemical test rather than a guess. This is eminently fair and as a shipper I commend it to the

consideration of the receivers and especially to the Board of Railway and Warehouse Commissioners, who control the inspecting and grading of grain.

Respectfully submitted,

B. H. McFADDEN.

Havana, Ill.

"LINE GRAIN" SHOULD BE CONTRACT GRAIN

Editor American Elevator and Grain Trade:—Referring to the meeting of the Illinois Railroad and Warehouse Commissioners to consider what changes were necessary as to the inspection of grain, I wish to repeat in substance some of the remarks I made at that time in regard to what is called "line grain."

Sometimes when weather and all other circumstances are favorable a larger proportion of the corn and oats cannot be called anything but No. 2. At other times when the conditions are unfavorable this same class of grain inspects No. 3. Now, the grain is the same whether received in damp weather when everything feels damp, or on a dry day when everything is dry and warm. If put into bins, one would remain cool as long as the other because the dampness or water that grew in the corn is the same in both.

But there is some grain so dry and clean that it cannot be called anything below No. 2. And there is another class of grain that is so dirty and damp that any inspector would have to call it No. 3 or worse. Between these two classes of grain we have what is called "line grain." This means a very good No. 3 that some inspectors would call No. 2, or the poorer part of No. 2, which some would call No. 3.

For years this class of line grain has been very large. In former years nearly all the so-called line grain inspected No. 2 and was of contract grade but of late the line has been pushed along so that nearly all the so-called line grain has been pushed into No. 3.

As this class of grain is the commercial grain of the world, used for all purposes, sent into all climates, it is in every way qualified to be and should be the contract grade. As No. 2 is the contract grade, we believe that all that class of grain should be inspected No. 2.

Now a word for the inspectors. Any of us who attended the meeting of the Board could see at once that Bidwell and Smiley were doing as they were directed to do by their superiors. Two years ago, in order to have the inspection and other things conducted as they should be, we recommended four practical grain men, all of whom were known to be good business men, to the governor of the state in order that he might select one. But he turned them all down and made such appointments as the local shippers did not want and have but little confidence in.

With practical grain men on the Board, such as we recommended, the shippers would have had more confidence in the action of the Board. The commissioners are all right as bankers, lawyers and politicians, but they are poorly qualified to manage the traffic of the great State of Illinois.

Yours truly,

H. C. MOWRY.

Forsyth, Ill.

WISCONSIN INSPECTION WANTED.

The Milwaukee Sentinel has come to the assistance of the interests at Superior, Wis., who are seeking to receive Wisconsin grain inspection at Superior. Superior handles many million bushels of wheat through her elevators in the course of a year, but as it is all sold at Duluth, that city and not Superior, which actually handles the grain, gets the credit for the business in the world's records. The Sentinel finds that grain growers are "greatly dissatisfied" with Minnesota inspection, which being "controlled by politics" grades the arriving grain too high, and permits it to be mixed in the elevators to make a "skin grade" to export.

Wherefore an effort will be made to have the Wisconsin inspection at Superior, which was once established there and subsequently abandoned for cause, revived.

MICHIGAN HAY DEALERS AT SAGINAW.

The semi-annual meeting of the Michigan Hay Dealers' Association was held at Hotel Vincent, Saginaw, December 30, 1902, with a good number of dealers present. President J. A. Heath of Lennox called the meeting to order at 1:30 p. m., and after the invocation by Rev. W. H. Gallagher of Saginaw, he introduced Mayor W. B. Baum, who made an address of welcome. The mayor's welcome was most cordial and left no room for doubt of his sincerity in turning over to the dealers his beautiful city. John L. Dexter of Detroit responded to the Mayor's welcome, and in turn thanked the Mayor, in behalf of the Association, saying that they were all glad to visit Saginaw and hoped that they would meet there again at a future time.

President Heath read his semi-annual report, the leading features of which were as follows:

PRESIDENT'S REPORT.

It seemed to your executive that the first and great need of our organization was increased membership. If we were to obtain results that would warrant the continuance of the association, we must have at least a majority of the shippers of the State enrolled as members. This appearing to be the greatest need, we have devoted our entire efforts to that end. To be able to reach the trade it was necessary to compile a list of regular shippers in the state, a seemingly easy task, but yet one that required between 400 and 500 inquiries to postmasters, railroad agents and banks, to the end that we have an authentic list of regular hay dealers of over 500 names in the State of Michigan. I would recommend that this list be filed with the Secretary, and become a part of our records for the use of future officers.

On Nov. 17 a meeting attended by Messrs. Warren, Todd, Switzer, Bristol, Goodenough, Secretary Van Buskirk and your president was held at Flint, and the preliminary work for the Saginaw meeting outlined. Your president was authorized to acquaint the trade, so far as possible, with our purposes and needs, and to that end on Dec. 1 700 circular letters, accompanied with a short personal letter, were sent out from the office. Had I considered what it meant to write this large number of letters, I should have thought twice before offering to do so. The applications for membership and inquiries regarding our organization that came from these letters were very numerous and satisfactory, and we feel certain the end well repaid the effort.

Believing that our organization was lacking in any effective method of being in touch with the shippers in different sections of the State, your executive has appointed in each county of the state a vice-president, as follows: Gratiot, James Anstey, Pompeii; Shiawassee, W. H. Oxford, Owosso; Ingham, M. E. Annis, Leslie; Lapeer, Wallace Brown, Lapeer; Genesee, Geo. W. Bristol, Flint; Clinton, H. J. Hankins, Elsie; Oakland, E. H. Coville, Rose; Montcalm, J. P. Coniee, Sheridan; Huron, W. H. Carey, Bad Axe; Wayne, J. L. Dexter, Detroit; Livingston, B. F. Dibble, Fowlerville; Tuscola, Geo. Dimond, Mayville; Isabella, Mr. Dibble, Shepherd; Saginaw, F. H. Gould, Chesaning; Macomb, Jay Baldwin, New Haven; Washtenaw, John Heinzman, Ann Arbor; Calhoun, Wm. T. Huischer, Battle Creek; Sanilac, John Leitch, Downington; Bay, Frank Price, Bay City; Jackson, C. E. Noyes, Jackson; Eaton, A. C. Walters, Charlotte.

I want to take this opportunity of thanking these gentlemen for the valuable and timely service they have rendered in reaching the shippers in their several localities, and I would recommend that this plan be incorporated in our by-laws, and believe it will be a source of great good to the association.

I would recommend that some action be taken at this time looking to the extension of the manner of collecting demurrage charges in vogue at large centers to cover the entire state. I refer to the reciprocal or average system of charging car service. By this system credit is given the shipper where cars are loaded in less than forty-eight hours, to offset the debits where cars are detained for longer periods. The incentive to load cars promptly more than offsets the loss to the railroad.

I would strongly recommend the formulating of some plan looking toward the establishment of a bureau of statistics. The information would be of vast benefit, and through the vice-president located in each county could be easily collected and tabulated by our secretary and a printed copy sent to each member. If we are to become a strong aggressive Association, we must have something of a tangible and practical nature to show our members the benefits resulting from organization.

I would further recommend that the by-laws be changed to the end that a committee on legislation and transportation be appointed; also that the president be empowered to appoint special committees from time to time, as occasion warrants.

Beyond question, the hay industry suffers more through inadequate car supply and unjust and illegal discrimination in distributing cars than any other commodity. We have a case in mind now at one of our own stations, where but a single car has been placed for hay in three months, although we have eighty cars pressed and ready for shipment, and have offered to use anything available. The answer to our repeated requests has been that cars were all needed to move export grain, and the impression conveyed that it was absurd to expect cars to be placed for hay so long as any other commodity required to be moved. We believe this matter

should receive strong and aggressive measures, and that there is recourse to be obtained by shippers for failure to obtain cars for hay.

At the suggestion of the board of directors, we have had articles of incorporation drafted, and same are submitted for your future action.

On motion by Mr. Dexter the report was accepted and placed on file.

Geo. C. Warren of Saginaw made a motion that a committee of three be appointed to consider the recommendations made in the president's address and report to the Association such as they find suitable for action at this time. The motion carried; and the chair appointed as such committee George C. Warren, Saginaw; George F. Dimond, Mayville, and John L. Dexter, Detroit.

Burdick Potter read the report of the committee on grades as follows:

Your committee, to whom was referred the matter of grades, have given the matter such consideration as we deem the importance of the subject demands; and after such careful consideration we are of the opinion that the best interests of this Association will be conserved by the adoption of the grading rules promulgated by the National Hay Association, which have been adopted by nearly all the leading commercial exchanges of the country and are now generally used throughout the United States; therefore, be it

Resolved, That the rules of the National Hay Association for the grading of hay and straw be and the same are hereby adopted.

On motion by John L. Dexter the report was adopted after a short discussion.

Mr. Potter read the report of the committee on percentage and leeway as follows:

Your committee to whom was referred the matter of percentage, or leeway up to which weights should be guaranteed, would respectfully report that they have had this matter under consideration; and that after taking into consideration the conditions under which hay and straw has of necessity to be handled, both as regards the natural shrinkage and evaporation, as well as the loss occasioned by abrasion and chipping in handling, and believing that some equitable percentage should be allowed to cover or partially compensate for same, we would respectfully offer the following:

Whereas, In the handling of hay and straw there is a constant loss and shrinkage in weight; and recognizing the opportunity for additional slight differences in scales; and believing that there should be some leeway or allowance made for same, in order to establish some uniform basis of settlements, be it

Resolved, By the Michigan Hay Dealers' Association, in convention assembled, that a leeway, or allowance, of one per cent is hereby declared to be reasonable and just.

After a general discussion the report of the committee was adopted as read.

The report of the committee on changes in constitution and by-laws was read by Chairman Burdick Potter and adopted.

Mr. Dimond moved that the president appoint a committee of three on arbitration, to take effect at once, and to fill the interim between the present meeting and the next annual election. Carried.

A paper was read by Charles England of Baltimore on "Trade Organizations and Their Benefits."

A telegram was read from Fred. H. Webb, mayor of Battle Creek, inviting the Association to hold its next meeting in that city.

A motion was made and carried that the Michigan Hay Association be incorporated under the laws of the state of Michigan.

On motion by Mr. Dimond the chair appointed the following committee on resolutions: F. M. Greenough, Vassar; Fred. Welch, Fenton, and T. H. Battle, Mount Pleasant.

A paper was read by Smith Young of Lansing on "Standard Bales."

Mr. Young moved that a committee of three be appointed by the chair on standard bales, to take action towards adopting some standard form of bale for the use of the hay trade. Carried. The chair appointed on this committee Smith Young, Lansing; S. M. Kirby, Corunna; F. B. Nims, Lake Odessa.

George S. Bridge of Chicago, Ill., read a paper on "Terminal Warehouses."

A paper was read by Albert Todd of Owosso on "Local Inspection of Hay at Shipping Point."

The committee to whom was referred the report of the President, made its report, which on motion by Mr. Young was adopted.

The committee found the subject matter too extensive to be considered fully in so short a time, but agreed that the proposed amendments to the constitution and by-laws should be approved and the chair authorized to appoint committees on legislation and insurance. The matter of car service charges it was thought should be referred to a special committee for investigation and report at the next annual meeting. The recommendation for a bureau of statistics was approved.

Geo. T. McComb of Lockport, N. Y., being unable to be present, his paper on "Shippers and Receivers" was read by Mr. Dimond.

President Heath read a letter received from A. E. Clutter of Lima, Ohio.

Mr. Dimond, in referring to Mr. McComb's paper on the car situation, referred to a decision he had seen in the "American Elevator and Grain Trade" about seven years ago. It was held by the Supreme Court of the state of Illinois that a railroad company is responsible for its failure to furnish cars on demand for freight in sight. He suggested that a test case be made in Michigan, which, if won, would bring the railroads to a realizing sense of the disadvantages that hay shippers are obliged to contend with.

Mr. Warren explained the present status of the decision recently given by the Interstate Commerce Commission on hay transportation. Mr. Warren also made a brief talk urging more interest in the support of the Elkins Bill, and closed by moving that this Association be and the same is hereby committed to the amended Elkins Bill, being Senate Bill No. 3,521, and that a copy of this resolution be forwarded to Senators Burrows and Alger and each Michigan congressman, and that each and every member of the Association be requested to sit down at once and write both the senators and the representatives from their several districts in reference to the matter, urging that they give the bill their favorable consideration and vote. There is nothing, Mr. Warren said, that would do so much good at this time as the passage of the Elkins Bill. The motion prevailed.

A motion was carried that Battle Creek be recommended to the directorate as the place for holding the next meeting.

A motion prevailed having for its object the merging of the Michigan Hay Dealers' Association into the Michigan Hay Association, incorporated.

The report of the committee on resolutions was read and adopted as follows:

Inasmuch as this Association feels, and as a matter of fact is, deeply indebted to Mr. Charles England of Baltimore and Mr. George S. Bridge of Chicago, who at the special invitation of our president have come long distances at considerable expense of time and money to be present with us here today, favoring us as they have with most able addresses upon topics of vital importance to this Association, therefore, be it

Resolved, That a vote of thanks be and the same are hereby tendered them. And be it further

Resolved, That a vote of thanks is due and tendered to His Honor, Mayor Baum, to Rev. W. H. Gallagher for their presence; to Col. Clark, the general manager of the Hotel Vincent, for his untiring attention to our comforts; to Miss Thompson, our official stenographer, for the full and complete minutes of this session, and to all others who have in any way aided or assisted in making this meeting a success.

After a vote of thanks had been extended to the various trade journals represented, the meeting adjourned.

ECHOS OF THE MEETING.

John L. Dexter of Detroit calls the "John L." his trade mark.

Alderman George C. Warren bears well the honors of a city father.

Pennsylvania sent H. G. Morgan, Pittsburgh; C. F. Dyer, Wilkesbarre; E. D. Rundell, Towanda.

From the East there were Charles England, D. Yulee Huyett, E. Steen, Baltimore, Md.; Charles E. Cassidy, Jersey City, N. J.

D. Yulee Huyett with Thos. H. Botts & Co. of Baltimore was kept busy at table, helping first the teachers and then King Dodo Company.

Chicago's delegation consisted of H. H. Freeman of H. H. Freeman & Co., George S. Bridge, H.

L. Randall of T. D. Randall & Co., G. H. Davis, John E. Bacon.

The Detroit market was represented by John L. Dexter; Cincinnati market by K. B. Seeds of Seeds Grain Co.; Toledo market by William Loos with Raymond P. Lipe.

H. G. Morgan of Pittsburg, Pa., went to Saginaw via Denver, Colo., and Chicago. A wife, not in the best of health, whom he accompanied to the West was the reason for this wide detour.

Among the dealers who attended were: Smith Young, Lansing; Burdick Potter, Clinton; Albert Todd, Owosso; Geo. C. Warren, Saginaw; J. A. Heath, Lennox; A. Umphrey, Deckerville; W. C. Hess, Akron; W. H. Brown, Battle Creek; F. A. Daniels, Gregory; E. M. Starkweather, Northville; W. A. Walter, Coopersville; L. Sturgis, Fowler; Fred Welch, Fenton; Geo. F. Dimond, Maysville; S. M. Kerby, Corunna; C. A. Chase, Marlette; H. W. Walker, Grand Blanc; F. R. Gould, Chesaning; E. J. Miller, Swartz Creek; A. Lucha, Beckerville; G. B. Brooks, Flint; George E. Potter, Mulliken; F. L. Young, Lansing; H. J. Hankins, Elsie; W. H. Mapes, Stockbridge; James Austey, Pompeii; John Leich, Downington; William De Hoop, Zeeland; H. H. Karsten, Zeeland; J. E. Ottaway, Flushing; R. E. Hart, Flushing; J. R. B. Crane, St. Charles; Charles Wolahan, Birch Run; J. L. Norris, Casnovia; John Atchison, Holly; F. B. Whitaker, Durand; J. H. Zinn, Williamson.

TO PUT OMAHA ON THE MAP AGAIN.

A meeting was held at the Board of Trade rooms, Omaha, on January 3 to establish a grain market in that city. The following gentlemen interested in grain were present: J. H. Hamilton, N. Merriam, J. F. Twombly, S. A. McWhorter, W. C. Sunderland, L. R. Cottrell, E. P. Peck, F. C. Hollinger, Thomas Baker, N. V. Updike, C. K. Conant, C. W. Donelson, F. A. Gritchner, F. E. Gilliland, F. S. Cowgill, W. E. Ward, P. E. Iler, James Walsh and J. E. Van Dorn, F. Falkner, V. Schuyler and N. A. Duff of Nebraska City. E. P. Peck presided.

It appears that the Omaha railroads, as to grain, treat the city merely as a way-station; and it is frankly conceded that until the roads make concessions in rates, which they now oppose doing, there is no hope of making Omaha a market for other than strictly locally grown grain.

A committee of five was appointed to assemble figures and facts to show the railroads that they were discriminating against Omaha, and also to prove to them that they would gain by not doing so, and that the grain market would be to their benefit. The chairman appointed P. E. Iler, N. Merriam, W. C. Sunderland, James Walsh and L. R. Cottrell as this committee.

After much discussion of the situation the meeting adjourned until January 17.

LIABILITY FOR DELIVERY.

The liability of a buyer or seller of grain from delays on the part of Western or Eastern roads to make proper deliveries to railroads or to team track has been defined, says the Daily Trade Bulletin, by the chairman of the Chicago Board of Trade committee on rules, who says:

"The question has been before committees of arbitration and appeals, and it has always been held as a plain principle of justice, that where no special agreements exist otherwise, either party is responsible for and bound by the act of his agent, and, equally, by the failure of his agent to act. Hence in the case in question, if the seller's agent, the Western railroad, did not within a reasonable time comply with the directions which buyer offered and which seller accepted, then the buyer has the right to cancel the transaction. On the other hand, should the Western railroad tender the property to the buyer's agent (assumed to be) an Eastern railroad, and the Eastern railroad did not receive the property, then the seller would have the right to cancel the trade. There are

many contingencies liable to occur in cases of this character, as, for instance, the seller's agent might have given notice that its cars would not be allowed to go to the connecting line nominated by the buyer, and if such were the fact, the seller would have no case provided there was no special agreement."

FREIGHT RATE ENQUIRY.

An enquiry was made at Washington on December 16 by the Interstate Commerce Commission into the advance of rates on grain and grain products, etc., announced by the roads to be effective on December 8, but which on account of "unexpired contracts" was postponed until January 1, 1903. The rates announced were 20 cents on grain Chicago to New York, 30 cents on provisions and 10 per cent advance on "commodities." After tying up large quantities of freight in December on "account of urgent demand for cars for coal," the new

the railroad would get from such a train a revenue of \$3,600, the cost of operating the train, wages, fuel, oil, waste, etc., would amount to only \$260. And he further conceded that while supplies had advanced materially in price since 1900, the roads were nevertheless never more prosperous.

At the suggestion of counsel and officials of the roads represented the Commission decided to require the railroads to file written statements, setting forth the reasons they rely on to justify the advance in rates. A new hearing will be held, probably in Washington, at the earliest practicable date. The time and place are yet to be decided.

A NEW ENGLAND ELEVATOR.

C. P. Washburn of Boston and Middleboro recently completed at Middleboro one of the best interior grain elevators in Massachusetts, which will be the distributing point for his wholesale grain and feed business in southeastern Massachusetts. The



C. P. WASHBURN'S GRAIN ELEVATOR AT MIDDLEBORO, MASS.

rates became effective on January 1 and other freight than coal began to move again.

The Commission's investigation contemplated the examination of numerous railway men, but was in fact largely confined to interrogatories put to Traffic Managers Grammer of the Lake Shore and Mitchell of the Michigan Central. The latter threw all responsibility on the "presidents of the roads" who had ordered the advance.

The testimony showed that the advance would mean an increase of revenue to one road alone of \$400,000; nevertheless, Mr. Grammer maintained that owing to increases in wages and in cost of fuel, maintenance, etc., railway expenditures were increasing more rapidly than the receipts, and that even at the increased rate grain could not be hauled at a profit. The effect of this condition was, Mr. Grammer said, a meeting held in New York on November 9 last, when the executive officials of practically every railroad in the trunk line and traffic association territories had agreed on the advances already announced.

When asked regarding the cost of hauling a train of fifty cars loaded with grain from Chicago to Buffalo Mr. Grammer testified in effect that while

building including engine room covers a ground space of 60x47 feet and is four stories high, giving bin and floor room equal to about 70,000 bushels of grain.

The foundation is laid in Portland cement, while the building is of the Western crib-construction type, spruce and hard pine timber being used, with maple floors. The machinery equipment includes power grain shovels for unloading cars, modern grain cleaning and elevating machinery for handling 5,000 bushels daily, platform elevator for handling sacked grain and feed and a 34-horsepower gasoline engine. There are sixteen hopper-bottomed grain bins, giving a storage capacity for 40,000 bushels, in addition to which there is room for not less than thirty cars of sacked grain and feed.

Daniel G. Joy, Jr., is manager of the elevator, with Lorenzo Miller in charge of the office. Mr. Washburn with head office in Boston does a wholesale and retail grain and feed business, buying in the West and distributing to dealers and consumers in New England. At Middleboro, in addition to grain and feed, flour, hay, lime, cement, etc., are handled, both at wholesale and retail.

ANNUAL MEETING OF INDIANA GRAIN DEALERS' ASSOCIATION.

The first annual meeting of the Indiana Grain Dealers' Association was held at Denison Hotel, Indianapolis, Ind., on January 8 and 9. When the meeting was called to order at 11 a. m. on Jan. 8 by President E. H. Wolcott of Wolcott, Ind., he spoke to the largest number of dealers that has yet attended an Indiana state meeting. He said as he was also a member of the state senate and would be busy in that body, he would request to be allowed to change the order of proceedings and appoint at once a committee on nominations; this committee to report before the morning session adjourned, so that the newly elected president would preside at subsequent meetings.

The president appointed the committee on nominations as follows: J. M. Bradford, Winamac; Tom Morrison, Kokomo; J. W. Sale, Bluffton; Cloyd Loughry, Monticello; H. L. Coombs, So. Whitley.

Secretary Sampson read letters from members who were unable to be present.

President Wolcott introduced Charles A. Bookwalter, mayor of Indianapolis, who made an address of welcome. He said he knew the grain dealers of the state were just as familiar with Indianapolis as he himself was, and that while his speech of welcome was a little bit delayed it was none the less sincere. He assured the grain men that the city was well pleased to show the visitors evidences of its generosity and hospitality.

President Wolcott made an appropriate response to the mayor and following introduced John J. Appel, president of the Indianapolis Board of Trade, who welcomed the dealers in behalf of that institution. Mr. Appel's welcome also expressed the warm wishes of the business men of the city to the Association for a successful meeting and extended the invitation of the Board to all the members to attend the entertainment which had been arranged for the evening.

President Wolcott read his annual address as follows:

PRESIDENT'S ADDRESS.

All associations of men have had for their primary object, protection, either of life or their business interests. This is never brought about until they have been driven to it, through the threatened destruction of their most cherished possessions. Any alliance, formed for the purpose of preservation and safety, is right and permissible.

The history of the grain trade for many years was one of trial and heavy losses, to all of those whose means and facilities were limited. Discriminated against by railroads, defrauded by unprincipled commission firms with whom they dealt, the trade grew so undesirable, that elevator properties of small dealers, were a drug on the market, and the grain business one of failure and disrepute. Elevators changed hands rapidly, dealers distrusted and denounced each other, striving by any means to increase their business, already unprofitable, till necessity brought them together to save themselves. This is ancient history in one sense of the word, but recent enough to be well remembered. I have recalled this only to bring before your attention a condition of affairs which can readily come again, if conditions are, or should become, as of old.

It is the purpose of this Association to prevent it, and you will never be really safe and easy till every grain dealer in the state of Indiana is a member of this Association.

There are some matters that need attention before this can be readily accomplished. Your secretary should have additional help, in the first place. I have not devoted as much time as I desired to the work this year, but I have been with Mr. Sampson enough to know that he has at times been doing two men's work. He has calls at widely different points at the same time, and differences to adjust of such an imperative nature that they need immediate attention. He has his office work, which is heavy, and he has the extension of the Association to constantly consider and work for. The membership now includes about half the dealers in the state, but is yet only partially organized in parts of the state. I wish to suggest to you that he be supplied with a traveling assistant only as he needs him, which, according to his view, will probably be for several months yet.

While on this matter of recommendations for your consideration, I would like also to call your attention to the various salaries paid by the secretaries of the different associations: Kansas, \$2,400; Iowa, \$3,500; Nebraska, \$3,250, etc. You can govern yourselves accordingly.

This is the first year of the State Association, and I feel that we may be justly proud of our work. Over 400 dealers and receivers are members, which comprises about half of those in the state. The trade

on the whole is harmonious and the future outlook for the Association is good. We have had some very important events occur in the last year, matters of great moment to the trade. Among these is the organization of The Grain Dealers' National Mutual Insurance Company. This will have been completed by the time this meeting is held, and is a source of great gratification. We in Indiana have occasion to be justly proud of the honor conferred upon our state, in establishing the headquarters here in our Capital City and organizing under our laws, which are considered among the best and safest of any in the United States. The fact that the organization has been perfected under Indiana laws is a guarantee of its soundness and reliability, for none other than perfectly responsible companies are permitted to do business under the laws of this state.

It seems useless for me to call your attention to the desirability of giving this company your full and hearty support and endorsement. Not only as a matter of pride, but as a matter of duty, for it is our company; its welfare, our welfare; its prosperity, our prosperity. I sincerely trust that all dealers at this meeting who carry insurance outside of this company will make applications to take effect on the expiration of their old policies. Mr. McCotter is a man of much experience in this line of work, and the company has a solid endorsement as a guarantee behind it, and it is going to save you about half your cost of insurance. I need say no more. Mr. McCotter will probably favor you with a talk, and thoroughly advise you of all the benefits to be received.

Many changes in methods and ideas relating to the grain trade have occurred in recent years. One of the most gratifying is the relationship between the farmer and the dealer and between the dealer and receiver. Formerly each was an object of distrust and suspicion to the other; now a feeling of good will exists, and it is perfectly right that it should. The relationship between dealer and farmer is of the most intimate nature, the element of mutual confidence must govern those trade relations largely, so much is done in good faith.



PRESIDENT A. E. REYNOLDS.

At certain seasons the grain dealer is the banker, and readily advances enough to meet the wants of his customers, often, in fact, almost always, accepting the farmer's word as a guarantee of good faith, and I can truthfully say that in my many years' experience as a grain dealer I have found the farmers of Indiana honorable and truthful, their word as good as their written obligation. This confidential and trusting nature is not all on the part of the dealer. Many of his customers are governed by his views of the market, sell or hold their grain as he suggests; and I have never known a grain dealer to violate this trust. I have inserted this matter to refute, to some extent, the reports that have arisen questioning the relationship of the Association to the farming interests. The grain trade is so intimately connected with the farmer's interests that the prosperity of the one is largely instrumental in the success of the other. Lower rates mean more to the producer. Lower insurance, better terminal weights, better terminal grades, better car service, all revert indirectly to the benefit of the farmer, as it enables the grain trade to eliminate this element of loss and expense from their margin of profit.

While the relationship between farmer and dealer is very close, the grain dealer having no occupation when the farmers fail, there is also a very close union between the dealer and the railroads. The railroads of this country derive most of their earnings from their freight traffic, recent reports showing that the passenger business on many roads is actually carried on at a loss. But note the difference: Employed in protecting and providing for this different branch of the railroad industry, in the passenger department, traveling passenger agents, newspaper advertising, circulars, posters and special rates, anything to get the business, are customary. Any ten people can, by buying a ticket together, get a special rate on any line of railroad and from non-competing points, irrespective of the amount involved; but if you offer ten cars of grain for freight shipment, representing a payment to the railroad company of perhaps \$800 to \$1,000, you not only get no concession but even have serious difficulty getting cars.

While on this subject, I feel like taking up the question of car shortage; and wish to emphatically express myself on one point, that is, that railroads should first supply grain dealers with cars, before

they do other industries. No, I will qualify this somewhat, and say that they certainly should not discriminate against grain dealers as is being done. And for this reason, if for no other. The grain dealers are always in business, their elevators never close; through panic or prosperity, their doors are always open for trade, and this part of the revenue of the railroad can always be relied upon, under any conditions, any markets, and at all times. They supply storage for the railroads, and hold grain at their own risk and expense, till the railroads supply transportation, and all they ask is fair and impartial treatment.

Now is a time when it should be demanded. The interstate commerce law has always been considered the safeguard of the small shipper, but it is now in a state of "inefficient stagnation." Conditions are so desperate that the senate and congress will again be appealed to to render us assistance. The Elkins bill seems to cover the situation. A committee has been appointed to take this matter up with the Indiana delegation and urge its passage. Its importance is such that I suggest that this Association pass resolutions urging the passage of such measures as will restore to the Interstate Commerce Commission powers that will enable it to correct the present abuses of transportation and discrimination against the smaller shippers, in short, endorse the Elkins bill.

It has been many years since such demoralization in rates has existed. Along the Effner Division, P. C. C. & St. L., all points are called a Chicago rate points, in fact, being nearer to the seaboard than Chicago, but the rate of freight is now 2½ cents above Chicago, a direct and open violation of the long and short haul clause of the interstate commerce act. I am advised that at another station where three railroads cross there are three different rates of freight to certain points east. Such a state of affairs as this is so grossly unjust that every effort must be made to restore order and stability to railroad rates. This Association as a body can do much; as individuals we can do nothing.

I again respectfully urge your hearty and earnest support of any measures that tend to bring relief from this distressing state of affairs.

One great benefit derived from our Association is the work of arbitration. Differences formerly settled in court, or openly repudiated, to the lasting discredit of one or the other of the disputants, can now be settled impartially by men whose only desire is to be just and indiscriminate. Nothing could be more fair to each party than to present any question in contention before a board made up of men familiar with the rules and customs of the grain trade. The trouble may arise from neglect in not properly taking up a difference at the time the question occurred. Obscurity in wording a message, technically in terms of contract, all these questions come before your committee, and are settled according to their idea of the rights and justices of the case. I commend this work of arbitration to your consideration, and earnestly believe that, while differences arise, this is the only strictly satisfactory way to adjust them.

We have many things to be thankful for; the general prosperity of the country has been reflected in all business, and the grain trade has prospered with all others. There are many matters that need our earnest attention, there are reforms that should engage our careful consideration. These matters will be brought to your notice during the meeting. Please give them your careful scrutiny and adopt all that is well and good for the business you engage in.

This first year has shown what can be effected by harmonious effort. Perseverance will gradually eliminate all discord and result in more successful business conditions. I wish to thank you for the honor of being your first president and assure you that I retire from the position grateful to all.

President Wolcott called upon Hon. H. S. Caldwell of Earl Park, Ind., to address the convention.

Mr. Caldwell said that like his audience he was engaged in the grain business and that the time had come when grain men should work in concurrent action to protect their rights. The railroad problem was one of great interest, and either the grain men would be obliged to go out of business, leaving their places idle, or the railroads would have to do their duty as public carriers. To accomplish anything grain men should work together. A few days ago he had paid a draft of \$350 on account of the failure of the railroad to deliver him ears for which he had given six weeks' notice. In regard to freight rates also, grain men were treated unjustly by the railroad companies. In his opinion it is only a question of the grain man's attempting to secure his rights, as the law was very clear on questions of the duties of common carriers. The evils resulting from the failure of the railroad companies to fulfill their duties continued season after season and were growing worse instead of better. It was now difficult to get a dozen cars when a hundred were needed. The remedy for all these conditions is in concurrent action on the part of grain dealers.

John B. Ross introduced the question of the legal bushel of corn in Indiana, and said that he had to take for a bushel of corn two pounds less than he could sell it for. He thought the law on the question should be changed.

Mr. Wolcott thought the grain dealers should not attempt to enforce legislation on matters that could be corrected otherwise.

A general discussion on the question of buying by the 100 pounds followed, a great many believing that this mode of buying should be uniformly adopted. No action was taken.

J. W. Sale read the report of the committee on nominations as follows: For president, A. E. Reynolds, Crawfordsville; vice-president, J. M. Bradford, Winamac. Board of Managers: O. J. Thompson, Kokomo; C. B. Riley, Rushville; Cloyd Loughery, Monticello; W. B. Cooley, Hartford City; E. B. Branch, Martinsville; H. S. Caldwell, Earl Park.

On motion by Mr. Sale the report of the committee was adopted as read.

Mr. Reynolds in taking the chair said: It is with profound thanks that I accept this office. I am deeply sensible of the honor conferred upon me and of the responsibility of my position. If this were a political meeting I should talk to you of politics; of a meeting of lawyers I should speak upon law; if it were a meeting of bankers, on finance, it a meeting of merchants, on advertising and displaying goods, etc., but as it is a meeting of grain dealers I can only interest you by talking upon all of these subjects. No other business calls into play so wide a diversity of interests. If we have a panic the burden falls quickly upon the grain man. I have no apology to make for Indiana. We are in the front rank of states as regarding the grain business. In closing Mr. Reynolds thanked the retiring president for what he had said and for what he had achieved for the grain trade of Indiana, and said that at the close of his term he hoped to leave the affairs of the Association in as satisfactory condition.

The meeting adjourned until 2 p. m.

THURSDAY AFTERNOON.

President Reynolds called the afternoon session to order at 2:30 p. m. and announced the following committees:

On arbitration—H. C. Clark, Colfax; J. C. Gordon, Argos; George R. Hoopes, Logansport.

Constitution and by-laws—M. Schneible, Lafayette; E. W. Tuttle, Columbus City; John Broadie, Valparaiso.

Resolutions—H. S. Caldwell, Earl Park; John Ross, Lafayette; Bennett Taylor, South Raub.

Secretary Sampson read his annual report, which is condensed as follows:

SECRETARY'S ANNUAL REPORT.

The report of the secretary was a comprehensive document, embracing a full review of the entire work of the year and showed that the secretary had been a very busy man.

Membership.—The report showed the growth of the Association from 42 members enrolled representing 45 stations at the completion of the organization one year ago, to a membership of 309, representing 427 stations, at the date of the first annual meeting. In this connection the report also touched upon the obligation of members to pay dues upon additional stations owned by them on which up to that time no payments had been made.

The Official Directory.—On the question of the official directory the report stated the work that had been done in order to publish the directory and requested members to notify the secretary, by postal card, of all changes in his respective localities so that the directory could be kept up to date.

Scoop Shovel Shippers.—A large number of this class of shippers have been reported to us, and in various ways we have been able to reduce the number until at the present time there are scarcely any giving a continuous annoyance. A great many dealers, also some members of this Association, are doing this class of business at outside stations. This Association does not recognize such dealers as regular at these places, unless there is no elevator at such a point and the dealers contiguous to the point have no objection to such operations. Arbitrary rules are not best in an organization of this kind, and in some instances it is best to recognize a regular dealer operating at such a point, where, by so doing you keep the business in legitimate channels and are in that way able to keep out a disturber. Wherever such a station is operated it is desired that this Association be advised of all the details.

Arbitration Rules.—At the board of managers' meeting, arbitration rules were adopted for the purpose of settling differences between members of this Association, members of this Association and of the National, and between members and non-members. Copies of these rules were printed and distributed to all the dealers in the state, also to the receivers, commission men and track buyers in the primary markets. We have had several important cases before the committee for decision, all of which we have reason to believe were decided upon a fair and

equitable basis. If there has been any dissatisfaction with the decisions, or if they were wrong, we have yet to learn of it. It has developed, however, that there should be some changes made in the rules. One of which is to increase the revenue to cover the expenses of each case decided. I therefore suggest that the president appoint a committee of three, probably the regular arbitrating committee is the best qualified, to make these changes and report to the meeting later. One of the decided advantages of the arbitration feature is the rapid adjustment of difference which would otherwise go through the courts. Another is the better qualification of a committee of three disinterested grain men, who are thoroughly conversant with the grain business, prevailing customs, and trade rules, being better adapted for settling such matters than a jury composed of men of various vocations and subject to the influence of money or a lawyer on either side, who, perhaps, is sharper than his opponent. It is also gratifying to know that a large number of country shippers, receivers, commission men and track buyers select their correspondents from Association members, in view of the fact that should any difficulty arise, this method of adjustment is not only possible, but enforceable by the Association, or the members of the same are subject to a fine, suspension or expulsion. I regret to report that it became necessary for our board of managers to suspend a member for refusal to arbitrate. The difference was afterwards settled by a compromise.

Formation of Locals.—The report showed the work that had been done by local associations during the year. A number of new divisions had been formed, all of which were working satisfactorily, and other divisions were to be formed as soon as practicable. The secretary emphasized the importance of every dealer doing his share of the work, also the other district officers, so that the duties of the secretary would be lessened and his time given to a rapid ad-

of 2 cents per hundred higher than the rate from Chicago and territory adjacent to the points where this arbitrary is charged, is a direct discrimination, which should properly receive the attention of the Interstate Commerce Commission. However, the action of the railroad companies in ignoring the recent ruling of the Interstate Commerce Commission, on the reduction of the classification of hay illustrates the inability of this Commission to enforce its rulings. If congress passes the Elkins bill it will give the Interstate Commerce Commission sufficient authority to enforce its rulings. Therefore this Association, also each member and all regular grain dealers, should exert all of their influence to secure the passage of this bill.

Seed Grades at Toledo.—The report stated that as a result of the requests of the Association and of the Ohio Grain Dealers' Association the seed committee of the Toledo Produce Exchange had taken the following action: "Taking effect January 1, 1903. The old grade of Prime Clover Seed, to be dry, sound, reasonably clean and only slightly mixed with foreign seed, shall be abolished and the following substituted: The new grade Prime Clover Seed to be good color, dry, sound, reasonably clean and only slightly mixed with brown and foreign seed. It will allow a little more of the brown seed and what has been grading No. 2 to become prime. It will have a tendency to make Inspector Wallace and the seed committee give the rule a trifle more liberal construction, but without injuring the grade for actual use. Following the reduction in the grade of prime seed at Toledo, that market made No. 3 Corn deliverable on contracts. Your attention is called to the notice issued by the Toledo Produce Exchange as follows: The directors of the Toledo Board of Trade adopted the following resolution: 'That all contracts made after October 1 in corn for future delivery shall be considered to be No. 3 Yellow Corn, unless otherwise specified at the time the contracts are made. This does not prevent trading in No. 2 Mixed Corn for future delivery. All contracts for No. 2 Mixed Corn to be filled by deliveries of No. 2 Mixed Corn or No. 3 Yellow Corn, at the option of the seller.' The Toledo rule provides that: 'No. 3 Yellow Corn shall be at least 90 per cent yellow, must be sound, reasonably dry and reasonably clean and may be slightly mixed with unsound kernels.'

Buffalo Weights.—The work was fully reviewed, which had for its object the establishment of a Weighing Bureau at the Buffalo Merchants' Exchange. Further action on this matter is referred to by the following extract of a letter from S. W. Yantis, president of the Buffalo Grain Dealers' Association, under date of December 31, 1902: "The question of a weighing bureau at Buffalo has been practically settled; it now remains only to work out the details. We hope to have it in operation next month. It is the general opinion among Buffalo grain dealers that thanks are due to you, and your confreres, for pushing this matter. The question has been agitated before, but there was some indifference on the subject on the part of some dealers, and some opposition from others. Your action resulted in making the elevator people espouse the cause, which practically secured the object desired. Wishing you and your Association a happy, prosperous new year.—S. W. Yantis."

Posting Members.—This Association by its special letters, bulletins and local meetings is able to keep its members posted upon the new developments in the manners and methods employed in conducting the grain business. Frequent inquiries at our office and the replies thereto have assisted various dealers in disposition of matters to better advantage than if they had no medium of this kind. In regard to over-drafts and fulfillment of contracts upon which Mr. Geo. A. Stibbens is to give you a paper, I desire to say a few words regarding contracts. First: In a contract for future delivery of grain the buyer has a decided advantage over the seller, in regard to continuation or cancellation of the same. Owing to the trade rules of the Grain Dealers' National Association and all exchange being constituted in this way, the seller must continue to be burdened by this discrimination, until a change is possible. Second: I wish to emphasize that whenever any seller finds his inability to fulfill his contract, within the specified time, that he immediately comply with the provision of Rule No. 4 covering this point and get a satisfactory adjustment. In this way a great many claims, aggravating to both parties to the contract, will be averted, and frequently money will be saved.

Routine Work.—The routine work of the Association carried on by the secretary-treasurer consists of keeping as complete a record as possible of all dealers within the state. Also a complete record of the members and the amount of dues they owe and collect the same. Conduct all correspondence and issue all notices of meetings. Investigate any claims brought before the Association, and if possible adjust the same. Make a full report of the work at each annual meeting, and perform any other duties required of him by the board of managers. Organize and keep in working order district or local divisions. This feature of the work requires about two-thirds of the time to be devoted to traveling. He is also to act as clerk of the Arbitrating Committee, have all cases ready for proper presentation to this committee and keep a record of each case heard.

Gentlemen, I desire to extend my sincere thanks to the officers, board of managers, members of all committees and every other member of the Association, also to all regular grain dealers, for the assistance and support given to the work during the past year. I earnestly hope to see the ensuing year one of success for the Association and prosperity for all of its members.

On motion the report was received and adopted. The report of the treasurer was read by Secretary Sampson as follows:



SECRETARY S. B. SAMPSON.

RECEIPTS.	
Dues from additional stations.....	\$ 116.45
Arbitration fees	60.00
Advertising	233.50
Dues from members	2,837.34
Membership fees	475.00
Total	\$3,722.29
EXPENDITURES.	
Arbitration Committee's expenses.....	\$ 67.65
Board meeting expenses	34.05
Dues to National Association from July 8, 1902	133.00
General expenses	100.66
Exchange	1.05
Office supplies	50.62
Office expenses	95.14
Office fixtures	103.43
Printing and postage	731.33
President's expenses	16.40
Stenographer's salary	256.00
Secretary's salary	1,300.00
Traveling expenses	655.30
Telegrams	8.71
Total expenditures	\$3,556.31
Accounts receivable	9.00
Cash on hand and in bank.....	156.95
Total	\$3,722.29

The president appointed an auditing committee to examine the books of the treasurer composed of Messrs. Bell, Foresman and Riley.

The question of the secretary's salary was discussed and on motion of Mr. Bradford it was referred to the board of managers with power to act.

On motion by Mr. Adams, Secretary Sampson was granted an additional sum of \$200 for 1902.

The question of the weight of a bushel of corn was again taken up in a general discussion and it was found to be the general opinion that the legislature should not be asked to consider the question. It was also thought that buying by the bushel or by the cental should be left optional with the dealer.

George A. Stibbens, secretary of the Grain Dealers' National Association, read a paper on the subject, "Overdrafts and Fulfillment of Contracts."

In the absence of M. S. Johnson of Evansville, Ind., the president assigned the subject on which he was to have made an address, "Possibilities of Requiring by Law, Tariff, Rate and Car Service Associations to be Incorporated," to James Hodge of Toledo and John B. Ross of Lafayette.

C. A. McCotter, secretary of the Grain Dealers' National Mutual Fire Insurance Co., read a paper on the subject, "Benefits of Mutual Insurance vs. Stock Companies."

John B. Ross followed Mr. McCotter and related the very unsatisfactory experience which he had had after his elevator burned, in securing an equitable adjustment with the stock companies. Mr. Caldwell also related how insurance adjusters for the line companies were accustomed to make a decision at one time, and an exactly contrary decision another time reversing the first, as suited their interests. He said that he had at last, after former losses, forced the insurance companies to give him a blanket policy to cover both his machinery and his building. In his opinion the new mutual company should issue this blanket policy.

Mr. McCotter replied that his company issued a blanket policy wherever practicable and that the influence of the company was towards forcing other companies to grant the same kind of policy.

An adjournment was taken until 10 a. m. the following day.

FRIDAY, SECOND DAY—MORNING SESSION.

The morning session was called to order by President Reynolds at 10 a. m.

A paper was read by Calvin Tuttle of Columbia City, Ind., on "Cleaning Wheat Before Weighing."

The president referred to the establishment of a weighing bureau by the Merchants' Exchange of Buffalo and E. J. Stofer of that city was requested to tell something about it. Mr. Stofer told what had been done in Buffalo and said that the system which was now under John Shannahan, was one of the best in the country. The weighing bureau had yardmen and scalers and he thought weights would hereafter be found satisfactory.

W. W. Alder of Lafayette spoke of the influence which the Indiana Grain Dealers' Association had exerted in having this bureau established. He did

not think there would be any more trouble about weights in Buffalo.

H. L. Coombs, South Whitley, said he thought the forwarders ought to be very careful in their weighing and that at his elevator he had two weighmen and notwithstanding the greatest care, sometimes one of them was found to be in error. He weighed his grain on track scales.

The president spoke of the value of a self-registering beam in obtaining correct weights and the value of the track scale over the hopper scale.

H. C. Clark said that since the new weighing bureau had been established at Buffalo the weights had been greatly improved.

Chief Inspector E. W. Culver of Toledo said that the weighing problem was a serious one and that many errors occurred through elevator men allowing their scales to get out of condition. He said a track scale if properly put in would weigh correctly. If the hopper scale was put in over the bins there was a chance of its getting out of order. He volunteered to send his expert scale man out to test scales whenever any grain man desired his services.

E. M. Wasmuth moved that the secretary be instructed to take up the question with the board of managers for action on some scheme of checking weights. The motion was carried.

The report of the auditing committee was read as follows:

REPORT OF AUDITING COMMITTEE.

Your committee appointed to audit the accounts of the treasurer beg leave to report that they have made a partial examination of the books of the treasurer and so far as they have gone have found the same to be correct, and made the necessary notations and endorsements thereon, but for lack of time they beg leave to make this report and ask that the books with the notations thereon be referred to the board of management for further and complete auditing, and that this committee be discharged.

C. S. Bash of Ft. Wayne, Ind., read a paper on the "Relative Dependency of the Miller to the Elevator Man."

P. E. Goodrich moved that the chair appoint a committee of which Mr. Bash should be chairman to take up the line of work suggested in his paper.

The motion carried and the chair appointed Mr. Bash, P. E. Goodrich and H. L. Coombs.

W. W. Alder spoke on the subject, "Dangers to be Avoided." He said in part: This subject is one that is not ordinarily popular. We do not usually like to look at dangers, but close our eyes to them. The old idea is that we should not cross the stream before we come to it. However, this theory is fallacious. We ought to get ready for them before we come to them. The subjects, transportation, weighing, arbitration, inspection, etc., are all of interest to grain men. We should get the farmer rid of the idea that grain associations are against his interests. If we, through association work, can get our grain to the terminal markets cheaply and safely, we can pay him more money for it. As a social institution also the grain dealers' associations are a great success. How many of us knew our neighbor five years ago? Now we are acquainted with each other and the dangers of a useless warfare are much more easily avoided. Arbitration is also a good thing as well as the educational advantages that result from mingling together. There is danger, however, that we undertake too much. If we urge that railroads make excessive charges we claim too much, but we do inveigh against discrimination, as we want all treated alike.

We also want better car service, for that is something under the law to which we are entitled. Another difficulty is that some people think that associations are going to do everything for us. There are some things that the secretary should not be asked to take up. The Association stands for the living up to contracts as well among its members as the men in the East. One of the greatest evils that the grain dealers have is that they are overwhelmed with elevators. We should use our efforts to put a stop to the building of elevators. Too often where one man is making money another steps in, forgetting that it is inevitable that the grain to be handled must be cut in two. Where there are many ele-

vators the farmer cannot get as much for his grain, as all the elevator men have to live, nor does increasing the elevators also increase the crops, for there is no more grain to be hauled by the railroads than formerly. I know that there is a state where farmers are building grain elevators and I fear that the grain men went too far. I believe that the farmer should be taken into our confidence and learn that while we must have fair margins for handling his grain yet we are doing business in his interests.

J. W. McCord, secretary of the Ohio Grain Dealers' Association, brought to the Indiana Association the greetings of her sister state and said that he had been much interested in the proceedings which were along the lines of subjects taken up at the Ohio meeting.

Owing to the early departure of some of the members the president appointed a new committee on resolutions composed of C. S. Bash, Cloyd Loughry and John B. Ross.

The meeting adjourned until afternoon.

FRIDAY AFTERNOON.

President Reynolds called the afternoon session to order at 2 p. m.

Secretary Sampson read the report of the committee on constitution and by-laws, making some amendments to that instrument as follows:

Your committee appointed to suggest changes in the Constitution and By-laws, recommend that they be amended to read as follows:

AMENDMENTS TO CONSTITUTION.

Article 2: Any person, firm or corporation applying for membership to this Association shall agree and understand when signing such application that he or they shall abide by the Constitution and By-Laws and Arbitration Rules or any other rules and regulations of this Association.

Article 3. Sec. 2. The Board of Managers shall be elected for terms of one, two and three years, and each year there shall be elected two new members of the board to fill the vacancies of the retiring members.

Article 4. Sec. 6: By direction of the Board of Managers an assistant shall be hired by the secretary, should it become necessary to carry on the work throughout the state, and such assistant shall be subject to the orders of the secretary.

Article 5. Sec. 4: An advisory committee composed of one or more members from the various locals shall be appointed by the president of this Association to consider all matters relative to the workings of these locals in order to avoid any conflict between any of the same. The said advisory committee shall report all actions to the president or secretary for their approval.

Article 6. Sec. 2: Any local grain dealers may be admitted to the local meetings upon invitation of the secretary or any member in good standing.

AMENDMENTS TO BY-LAWS.

Article 1. Sec. 2: The president or secretary may call special meetings of the Board of Managers whenever they deem it necessary.

Article 4. Sec. 1: All applicants for membership shall be considered as accepted when approved by the secretary until the first meeting of the Board of Managers or Association following the receipt of such applications, when their names shall be presented to the Board of Managers for approval.

Article 4. Sec. 2: The annual dues for membership shall be \$10 per year, payable semi-annually, in advance. All dues not paid at the expiration of ten days from date due are subject to a sight draft with exchange. Upon failure to pay this draft the offending member is not considered in good standing until said dues are paid. Members who list more than one station and operate in these stations shall be required to enlist all their stations and pay in addition to their annual dues an annual fee for each station additional of \$2.00.

Article 6. Sec. 2: All members of this Association by virtue of joining the same, shall submit to arbitration in any differences which may arise between members of this and members of affiliated associations and are considered proper cases to go before the Arbitrating Committee.

Article 6. Sec. 3: This Association does not recognize a dealer which is a regular dealer at one point as regular at any outside point where he buys grain and loads it direct into cars without having properly established facilities for so doing, excepting, however, that where there is no elevator at such a station and in order to keep out disturbers and no objection is made by regular dealers at nearby stations, those dealers shall be recognized by this Association if they are dealers in good standing at another point.

The report of the committee on resolutions was then read as follows, said resolutions being all adopted:

Whereas: An all-wise Providence has removed from our midst our esteemed members and comrades, W. M. Crowell of Raber, Henry Maxwell of New Waverly and Geo. F. Wohlgemuth of Treaty, Ind., and,

Whereas: In the death of the above members this Association has suffered a severe and irreparable loss; be it

Resolved, That the sympathy of this organization

be extended to the families of the deceased members and that the secretary be requested to mail a copy of this resolution to the families of the deceased and that the same be spread upon the minutes of this meeting.

Whereas: The revised Elkins bill has practically the same powers as the Bacon bill upon which this Association passed resolutions last January; be it

Resolved, By the members of this Association that we most heartily endorse the same and pledge our support and influence in assisting the passage of the same by our worthy representatives now in session in this city.

Whereas: The management of The Denison Hotel Company has kindly furnished this Association ample and most suitable quarters for their annual meeting in this city and have also favored the members of the same with reasonable rates and the best of accommodations; be it

Resolved, That this Association extend its heartfelt thanks for the generous hospitality and good service and hearty reception accorded its members; and be it further

Resolved, That this resolution be spread on the minutes of this meeting and a copy also be given the proprietors of this hotel.

Whereas: This Association has been royally entertained by the members of the Indianapolis Board of Trade in a most sumptuous spread and hearty reception on the evening of Thursday, January 8, and while still more or less under the influence of the amusement furnished we feel called upon to acknowledge the lurching and punching given the members of this Association and to say that there are no tender or sore spots left as the result of this meeting, but on the contrary we have survived the ordeal and are ready for a repetition of the same, and this Association will ever remember the royal reception and sterling friendship extended on this occasion.

Whereas: A committee consisting of C. S. Bash, P. E. Goodrich and H. L. Combs has been appointed by this body for the purpose of suggesting such railroad legislation as shall be deemed for the best interests of the farmers and grain shippers; be it

Resolved, That this Association hereby pledges its hearty support and influence toward the passage of such laws as shall be recommended by this committee and that we individually and as a body will work unceasingly to this end.

Whereas: There is now pending legislation which has for its object the annulling of the vicious and unjust landlord lien law; be it

Resolved, That this Association will most heartily approve any legislation looking to the abolishment of this unjust and inequitable law; and this Association hereby pledges its unqualified endorsement of such legislation as will be equitable and just to all interests.

A motion by C. B. Riley prevailed that a transportation bureau be established at Indianapolis if the board of managers thought such a plan would be feasible.

Owing to the early departure of afternoon trains, the meeting adjourned.

NOTES OF THE CAPITAL.

J. W. McCord of Columbus, Ohio, and George A. Stibbens, Chicago, were the visiting secretaries.

The Cleveland Grain Co. had in attendance Manager Watkins and Joe T. Gehring of Indianapolis.

C. G. Eggley of Berne, Ind., arrived at the meeting late, but as he stayed late the boys all excused him.

The Pittsburg market was represented by W. W. Beatty, with R. S. McCague, and Baltimore sent A. A. Kuhl.

W. M. Hirschy, representing E. W. Wagner, was the only representative, with full credentials, from the Chicago market.

F. W. Jaeger of J. F. Zahm & Co., Toledo, left some souvenirs among dealers consisting of a pocket calendar and diary and note book.

The latest sayings of "Our Boy Solomon," that wise boy of C. A. King & Co. of Toledo, were repeated to dealers by David E. Parsons.

A. S. Garman represented the Huntley Mfg. Co. of Silver Creek, N. Y., and T. M. Van Horn the Mitchell-Parks Mfg. Co. of St. Louis, Mo.

O. P. Hurd of Logansport pursuant to the request of the firm to the secretary received the special protection of dealers throughout the convention.

The Grain Dealers' National Mutual Fire Insurance Co. was represented by Secretary C. A. McCotter, J. J. Fitzgerald and Louis R. Doud, inspectors.

The train from Toledo was snowed under several times and passed a few wrecks en route, but all arrived on time. There were from that market James Hodge and J. A. Rice, Paddock-Hodge Co.; Harry Cuddeback, with W. A. Rundell & Co.; A. B. Emmick of Worts & Emmick; Chief Grain Inspector Edw. W. Culver; Charles Knox, with Reynolds

Bros.; David E. Parsons, with C. A. King & Co.; F. W. Yaeger of J. F. Zahm & Co.; A. Guiteau, with W. H. Morehouse & Co.

E. J. Stofer, representing W. W. Alder at Buffalo, N. Y., and H. S. Guthrie of Buffalo came West to tell about the new weighing bureau of the Merchants' Exchange.

The entertainment provided by the Indianapolis Board of Trade on Thursday evening was well attended. Some clever sketches were given by local entertainers and a string orchestra furnished music. Luncheon was served at 10 o'clock, after which dealers sought their hotels.

The Toledo delegation has achieved such an influence in the association that it is understood they will try to secure the next annual meeting at Toledo. As a special attraction Charles Knox has promised to take all the members out for a ride in S. C. Reynolds' handsome yacht "Sigma."

Among the Indiana dealers and firms who attended were: C. S. Bash, Ft. Wayne; W. W. Alder, Lafayette; Calvin Tuttle, Columbia City; E. H. Wolcott, Wolcott; A. E. Reynolds, Crawfordsville; George R. Hoopes, Logansport; O. J. Thompson, Kokomo; H. Murray, Goodland; C. E. Nichols, Lowell; Cloyd Loughry, Monticello; C. B. Riley, Rushville; J. W. Sale, Bluffton; J. K. Slack, Mun-

C. Thompson, Dayton; J. C. Sellers, Darlington; John Brodie, Valparaiso; E. W. Ball, Rushville.

CHICAGO OPEN BOARD.

The quotation factory styling itself the Chicago Open Board of Trade was opened for business in revised form on Monday, January 5, and ground a regular grist of figures from 9:30 a. m. to 2 p. m., which figures were duly scattered broadcast by the telegraph companies.

The Open Board was incorporated under state laws on December 20 by John H. Hume, Sydney Stein and R. D. Kellogg, all lawyers, who have not yet found it expedient to disclose to the public what such incorporation means. Late in November, however, the Open Board's quotations from the regular Board were cut off for cause, after which time there was more or less trouble for traders in the pit of the Open Board to know where they were "at."

It now appears that the management of the Open Board has decided to make its own quotations and to send them throughout the country to such individuals or bucket-shops as may be willing to pay for them. No doubt the revenue from the sale of this "commodity" will be something worth while—to the seller, at least. The Open Board, as seen below, disclaims any interest in their sale, which profit all goes to the telegraph companies. Nevertheless, Open Board memberships, which were worth not over \$250 on December 4, the day after the regular Board's quotations were cut off, by December 15 had advanced to a nominal \$800; and many new members have been admitted, including President Claussen of the bucket-shop men's association; L. A. Wood, recently expelled from the regular Board, and others. If the quotations can be made popular with the bucket-shop patrons, their sale should be profitable, and there is no reason why the Open Board should give them away. Such concerns as the Christie shop at Kansas City, the Central Grain and Stock Exchange at Hammond, Ind., and other shops at Milwaukee and Minneapolis, which have spent thousands of dollars to obtain lawfully and, it has been alleged, unlawfully, quotations from the regular Board only to meet with defeat, would doubtless welcome the product of this particular factory and be willing to pay.

Still the president of the Open Board positively denies that there is any alliance or pooling of interests with the bucket-shops. In a circular dated January 4 he denies any agreement with the telegraph companies to encourage the bucket-shops.

On January 5 the mill began at 9:30 and continued during the day. For the first half hour after the opening wheat fluctuated about $\frac{1}{4}$ c and buying orders at $75\frac{1}{8}$ @ $75\frac{1}{4}$ c were plenty. There was considerable divergence of opinion as to values through the day from regular Board figures, but as the Open closed half an hour later, it was able to quit at the same figures last made by the regular Board.

In the meantime the telegraph companies, pleading their necessity as "common carriers," delivered the figures to all the principal market towns as well as to some 200 (they claim) interior points where the rural speculator delights to study white marks on a black board and bet on what will be marked up next. So far the new scheme has been a "great success."

President T. P. Baxter appointed Capt. I. P. Rumsey of Chicago and John B. Daish of Washington to represent the Grain Dealers' National Association at the meeting of the National Board of Trade at Washington, D. C.

The creditors of E. L. Harper of Cincinnati, who went broke fifteen years ago while running a corner in wheat in Chicago and wrecked the Fidelity National Bank of which he was president, were made happy on December 20 by the promise of a dividend of one-eighth of 1 per cent. This makes a total of $1\frac{1}{8}$ per cent paid on liabilities of about \$5,000,000. Harper is said to be "comfortable, thank you," in New York City.



THE MAN FROM KOKOMO.

ROSS BROS., BEAVERTON, MICH.

Beaverton, Gladwin County, Michigan, was created by Ross Bros., the well known lumber firm of northern Michigan. Located at the terminus of the Beaverton branch of the Pere Marquette Railroad, at the junction of Tobacco and Cedar rivers, it is a flourishing little city of a thousand people, with a fine water power, which gives it electric light and an excellent water works system. Altogether Ross Bros., in the fourteen years since they laid out the town and began building saw, shingle and stave mills, have made Beaverton one of the best minor towns in Michigan.

The latest addition by Ross Bros. to the town is the fine elevator shown in the accompanying en-



ROSS BROS.' ELECTRIC ELEVATOR.

graving, built from plans made by the Ypsilanti Machine Works of Ypsilanti, Mich., which establishment furnished also the machinery equipment. The storage capacity is 20,000 bushels; the plant including a feed mill with capacity of three tons of ground feed per hour.

The building is 30x40 feet on the ground and stands on a stone foundation 14 feet high on the track side, 4 feet wide on the bottom and 2 feet wide on the top, built of field stone and faced. On the street side of the elevator building is a corn crib that will hold 5,000 bushels of ear corn. Under this corn crib is the driveway, with a four-ton wagon dump scale where the ear corn can be weighed, dumped and fed into an ear corn elevator by means of a Chief Ear Corn Feeder.

The machinery for both elevator and feed mill is all of the twentieth century pattern and is driven by a 30-horsepower electric motor. It is the only grain elevator in the state so driven. It is also lighted by electricity. A hydraulic elevator elevates barrels and bags from basement to first floor.

FRAUD BY COLLUSION.

An unusual but not surprising fraud was unearthed at Gladstone, Manitoba, recently, which appears to have been going on for about two years.

The *modus operandi* was simple enough—the right kind of men being found; and consisted simply in a conspiracy of the grain elevator company's agent with certain farmers by which the agent gave credit to the individual farmers for more grain than they had actually delivered and divided the profits of the steal with them.

In June last the elevator was found to be short from 1,500 to 1,600 bushels of wheat, instead of holding the "usual surplus." The fraud was discovered by a detective who compared the grain tickets of the farmers with the thrasher's tickets.

The farmers, on discovery of the facts, "settled out of court."

RELIABLE CAR SERVICE IN THE HAY TRADE.

[From a paper by Geo. T. McComb of Lockport, N. Y., read at the semi-annual meeting of the Michigan Hay Dealers' Association, held at Saginaw on December 30, 1902.]

The Cullom bill, a measure absolutely impartial to both shippers and carriers, was killed by the influence of the railroads at Washington. The railroads must give us our rights. We have no feelings prejudicial to them or those who manage them; but we must work with the point in view that we will have the certainty of impartial treatment.

Car service is a subject that requires our most earnest consideration, as it is becoming very serious. Hay shippers, as soon as cars become scarce, are told to go way back and stay back until every other class of freight is moved. To cope with this situation every shipper must get in line and do everything possible by united effort to secure our rights. It will not do to leave all the work to the officers of our hay associations, as it requires the earnest efforts of the rank and file to back them up. Organization is the principal requisite to success.

The hay industry has taken a large step forward the present year by the successful efforts of our National Hay Association in securing a favorable decision from the Interstate Commerce Commission requiring the railroads to restore hay to the sixth class classification. This is but one of the benefits we may hope to receive. Corn may be king, but hay is only a little way behind it; and this fact should be forcibly brought to the attention of the carriers. The situation should be considered carefully, as it is a vital one, not only for the present time but for the future.

To make a success of the hay business, a shipper must be able to place his hay on the market promptly when markets are firm and prices favorable. The car service is the key to the situation. The character of the competition we are to meet may be an important, perhaps a controlling element, but if our chief competitors in the hay markets East are able to secure cars, and shippers in the West are not, it places the latter in a very unfair position; in fact, practically puts them out of business. This applies, of course, to states where the freight rate permits them to market their hay East. Transportation facilities, handling in transit and storage, the opening up of new markets and the widening distribution of our own are the all-important problems demanding our attention.

A SURE LEAKER.

The accompanying cut—a reproduction of a leaf from Weighmaster Foss's photographic record of the Chicago Board of Trade weighing department—tells its own story. The dealer who loaded the



ONE WAY TO INSURE A SHORTAGE.

car no doubt started it on its way rejoicing. Later he couldn't understand why there should be a shortage. But refrigerator cars were not built to carry grain. When they are so used, however, they

need special coopering, which should not be neglected, however urgent the desire of both shipper and carrier to keep the car moving.

A. S. GARMAN.

Among the numerous salesmen of the Huntley Manufacturing Company of Silver Creek, N. Y., none are more popular with the trade in their several territories than A. S. Garman of Akron, Ohio, who since June, 1889, has represented this business in the states of Ohio, Kentucky and Tennessee, and also in Indiana, though not for so many years. In 1903 he will take in Michigan also.

Mr. Garman is by trade a miller. Born in Wayne County, Ohio, on December 28, 1852, he apprenticed himself to a miller at Fairview, now Burton City,



A. S. GARMAN, AKRON, OHIO.

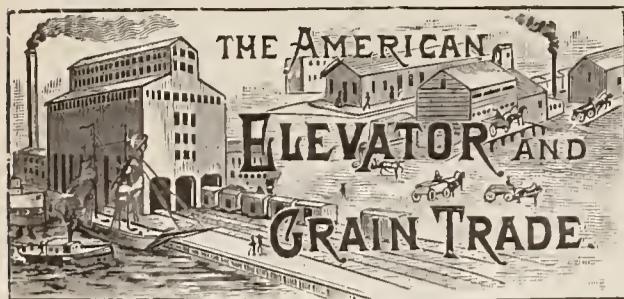
Ohio, at 50c a day and board. An explosion which destroyed the mill and killed the miller interrupted his apprenticeship; but he persevered, in spite of the "bad sign," and became an expert in both stone and roller milling, and followed that trade until October 7, 1887. He then went to Minneapolis to take a position with the Hazeltine Mill Furnishing Company, with whom he remained until the dissolution of the company in 1889, when he accepted an offer from Huntley, Cranson & Co. of Silver Creek. This connection has been continued, with that firm and its successors, unbroken to this time, and now continues, according to a new contract, for at least through 1903.

On July 21, 1878, he married Anna V. Sours of Mansfield, Ohio, who is the mother of his two sons and two daughters. In 1892, when the boys had reached the "age of discretion," he organized the firm of A. S. Garman & Sons to manufacture hand and floor brushes, and put in the boys to run it. They succeeded so well that subsequently a line of second-hand mill and elevator machinery and elevator supplies was added, making all together a nice, comfortable business, whose trade reaches to all parts of the world where such machinery is in use.

The Cleveland Grain Dealers' Association held its annual dinner on December 16. Over 100 members were present.

In many parts of Missouri, and quite generally in the South, corn is still sold by the barrel. A barrel in common parlance means five bushels. If a fraction of a barrel is to be indicated, its equivalent may be stated in bushels.

Chicago Board of Trade clearings in 1902 amounted to \$83,590,000, or about \$9,000,000 in excess of 1901. Recently, however, the volume of trade has fallen off, clearings for December last having aggregated only \$4,797,592.50, against \$11,787,750.50 on December, 1901.



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This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., JANUARY 15, 1903.

Official Paper of the Illinois Grain Dealers' Association.

WISCONSIN INSPECTION.

The perennial complaint of inspection in Minnesota has taken a new turn this winter, being no less than a movement looking to the re-establishment of Wisconsin inspection at Superior. Wisconsin has, of course, authority to require state inspection of grain going into public elevators in that state, but just what shippers expect to get in the way of benefits by a change it is difficult to see.

The old story, which Superior and Milwaukee papers are telling with so much earnestness, and seemingly real enjoyment, of Minnesota's congenital wickedness in this inspection business will find many supporters in the Dakotas, where, of course, only No. 1 Hard is grown—they never raise "No. 1 Northern" or "rejected" or "no grade" wheat on Dakota farms; but, compared with inspection systems in other states, the safeguards of the appeal system of Minnesota, it seems to us, remove, as far as it is possible to remove, cause of complaint of unfairness. At any rate, it is difficult to see how Wisconsin can improve on the system. Wisconsin may establish an inspection that may let down on the grades, of course, or lessen the dockages; but how it can prevent, as a Milwaukee print expects it to prevent, the "disappearance of 'no grade' and 'rejected' wheat from the records" while the grain is passing through the elevators, one confesses to inability to see. Theoretically speaking, such grain should have no market, but the fact that it does find a market by absorption, as it were, certainly gives it a value which the grower could not expect to realize were mixing prohibited. It may be aggravating to a buyer of elevator receipts to get

a skin grade, but the farmer, at any rate, is not damaged by the system.

1902.

At Chicago, and Chicago was typical of the country, 1902 was essentially the commission man's year *par excellence*. With grain receipts 24 per cent below the previous year, his actual business was considerably larger, as shown by clearing house totals of \$83,500,000 in 1902, against \$74,477,000 in 1901. To the farmer also the year was one of unalloyed prosperity, save for high prices of his supplies. To the country grain dealer it was, on the other hand, a year of vexation of spirit.

In the first place, the year began, as does 1903, with a car famine and its attendant losses, which was no sooner relieved than there began a series of corners, based on the severe grading of corn and oats, followed by unfavorable shipping weather and still poorer gradings, until another car famine comes to fill up his cup of bitterness. The year was quite unparalleled for corners: The Phillips rye corner in December and January, oats deals by Patten in January and May, corn by Gates et al. in July and Cleage in December, wheat in September, with almost monthly squeezes in something in the intervals, which the severity of the inspection both invited and favored.

The country dealer was thus driven out of the hedging market and forced to take an otherwise unwarranted margin of profit; and now in many sections finds himself confronted by retaliation in the form of more farmers' houses, many of which are not doing the trade a bit of good.

On the other hand, association work has prospered; market abuses have been visibly relieved in several directions during the year, and only the inspection remains as severe as ever and hopelessly against him. The rate injunctions, moreover, have brought relief to the independent buyer who now stands on the same footing as to freight charges as the line elevator companies, and will so long as the roads stand in awe of contempt of court proceedings.

The year, therefore, has not been wholly without direct compensations to the country dealer, who has not gone broke, either, financially, in spite of his many annoyances and the reduced amount of grain he has been able to handle.

IMPORT OF THE INJUNCTION HEARING.

The objections to permanent rate injunctions made by the railroads at the hearing before Federal Judges Grosscup and Philips, at Chicago, on December 15, were really perfunctory only. The main point of their attorneys was the theory that "the court could not enjoin the commission of a crime"; which was, of course, not far removed from the nature of a legal quibble.

Going to the heart of the grain rates, it was argued for the government that the present system of handling grain through favored elevator companies drove out the small dealers, resulted in a lower price to the producers and constantly wronged so many individuals that the wrong of the discriminations, which have been temporarily

enjoined, became a public one and within the purview of a court of equity. The court was inclined to the opinion that a wrong done to many shippers is similar to a continuing wrong done to an individual, and, therefore, properly a subject for an enquiry in equity.

The hearing, in fact, touched very broadly on the so-called "elevator monopoly," or system of "line houses," of the various granger roads; and it was made clear that if the government should, through permanent injunctions, sustain its right to intervene on behalf of independent shippers in a court of equity, the last day of special rates to favorite elevator companies by means of rebates or other devices, will have come; and that while the railways will be forced to collect the full card rates from their favored companies, the "small dealers" will have come into their own by being freed of the old-time incubus of intolerable and killing favoritism they have had to carry in the past.

Whether the grain roads looked for this particular turn of the enquiry or not, it is certain they have hoped for permanent injunctions on general principles as beneficial to their treasures; while independent grain elevator operators will be equally solicitous for permanent injunctions as their only hope for a free and fair field in the trade for the future.

FARMERS' ELEVATORS.

Jas. Butler's Coöperative Grain Association having about petered out in Kansas, that specious gentleman has crossed into Nebraska, where the agitation started by him has resulted in several new farmers' elevators and the calling of a general meeting at Lincoln for January 22. The apparent purpose of the Lincoln meeting is to organize a state association similar to that of Kansas, the purpose and functions of which are purely ornamental, except in so far as they are able to make the salary of so wholly useless and unnecessary a fixture as a state secretary *a la* Butler in Kansas.

Movements of this character are not as a rule alarming. The Kansas agitation by Butler et al. was entirely gratuitous, barring that Butler needed the salary, and conditions cannot be very different across the line in Nebraska. But a different sort of movement is in progress in the corn belt of central Illinois, which is giving the dealers of that territory some considerable concern. It appears to be wholly spontaneous, and not the outgrowth of a fictitious agitation as in the other states named. As to its extent, the supplement just issued to the official directory of the Illinois Grain Dealers' Association names forty-five of these concerns whose methods are such that they cannot be recognized by the association as regular dealers. All but six of these have elevators.

As Illinois grain dealers have been proverbially fair to their patrons, there must be some more or less substantial reason for this rapid increase of farmers' houses in the territory named, which, though comparatively limited in extent, is important in character. Smoke always indicates fire. Barring a very few cases, where dealers may have taken unfair profits, there appears no other reason for this move-

ment than the conditions created by the state grain inspection, which has substantially eliminated contract corn and oats from the business of the country grain buyer. The results of this condition have been heretofore carefully gone over in these columns, where the increase of farmers' houses was specially noted as one of the results of severe inspection, for obvious reasons.

The farmers' point of view, that the country dealer is not treating him fairly, is a false one; but that does not alter the fact that the farmer believes he is right, and is proceeding to become his own handler, or middleman. So the problem is rapidly approaching the acute stage that will force it into associational attention for action.

We do not offer a panacea; but the plan of the Toledo market of making the actual commercial grades of corn and oats the contract grades, might at Chicago, Peoria and St. Louis, be worth considering in this connection. There must be some relation between the contract grades of the markets and the actual grain the farmer has to sell if the trade is to go on in its accustomed and normal channels.

DELIVERY AT KANSAS CITY.

The Kansas City Board of Trade, as appears from a circular letter by Secretary Smiley to the Grain Dealers' Association of Kansas, continues to permit the abuses incidental to reconsignment of grain in that market, of which shippers have complained for some time past. As heretofore said in these columns, the shipper is invariably the victim of any delays that may occur, and Secretary Smiley publishes complaints wherein shippers state that they have been compelled to stand losses growing out of reinspections made as long as ten and fourteen days after grain had been sold and had passed out of shippers' control.

The Board, through Secretary Bigelow, justifies such injustice by quoting the rule (Par. 4, Sec. 9, Art. XV), which provides indeed that—

"Grain purchased on order for shipment must be rejected by 12 o'clock noon on next business day, but if ordered to elevators, mills, warehouses or team track, must be rejected within 24 hours after arrival."

"After arrival" is delightfully uncertain—so very uncertain that it holds the seller liable for the condition of grain indefinitely. The railroads may do as they please with it, and the responsibility of both the carrier and receiver is avoided by the phrase "after arrival."

The unbusiness-like character of the rule is apparent when it is compared with the rule governing similar conditions at Chicago and elsewhere, where the rule requires rejection by 11:30 of day following, and that—

Whenever grain, etc., [is] sold to be switched or delivered to connecting lines, or when sold for shipment beyond Chicago, it shall be the duty of the seller to order such property in accordance with the written instructions received from the buyer within 24 hours after receipt of such instructions, Sundays and holidays excepted. If the purchaser fails to provide by the close of the next business day after day of purchase such written instructions, then the property shall be at the risk of all particulars.

Every trade has two sides. It has in all other markets, except Kansas City, a two sided

responsibility also for the care of the property. The Kansas City Board is notoriously "slow"; but in this case shippers should keep prodding until it gets into action to put upon the receiver the responsibility he is compelled to assume in all other grain markets.

PUSH THE ELKINS BILL.

The formal endorsement of the Elkins bill by the Michigan Hay and Indiana Grain Dealers' Associations is only one of many signs indicative of the more earnest intention of the shipping public to secure legislation in some form that shall give to the Interstate Commerce Commission reasonable power to regulate interstate commerce. The situation of Indiana is peculiarly desperate, but it is typical. Treated by her railways merely as a way-station of little or no importance compared with terminals furnishing through hauls, Indiana shippers suffer all the annoyances and losses of those whose rights seem to be studiously ignored by the carriers. There must be some power to control such railway caprice. The continued existence of individual business concerns is dependent upon it; and no bill before congress proposes to supply this power with less direct annoyance or hardship to the railways themselves than does the Elkins bill.

But congress must be appealed to directly through its individual members. Grain dealers and hay shippers must therefore join the other shipping interests in notifying their senators and representatives in congress that they are expected to vote for the bill. This is every voter's right, and it is quite certain that the influences making against the bill can only be overbalanced by such direct demand of shippers that this bill must be passed and at this the last session of this congress.

THE GENEROUS OPEN BOARD.

Since its reorganization and its tie-up with the telegraph companies to distribute its "quotations" broadcast, the Chicago Open Board has been posing as a great benefactor to speculating humanity—a true philanthropist. It has emerged from a back room on a quiet alley into the garish light of day; and gives as its *raison d'être* that it will generously give its quotations to all who ask for them. The "big Board" doesn't. See?

In the face of such lavish bounty, is it ungenerous to ask, *cui bono?* The bucketshops certainly should rejoice—do rejoice. Any sort of a mill that has *quasi* authority to manufacture quotations that men are willing to bet on brings grists to their mill; and they and their clientele heartily welcome this new Moses of their business."

But why not resurrect Bill Skakle's clock; or why not appoint the "official" number maker of the "Red and Green" to grind out quotations in the intervals of policy drawings? Wouldn't they be quite as valuable as indications of the state of the actual grain market? Board of Trade quotations are not valuable because all quotations represent actual transfers of real grain, but because they do represent the prices at which actual grain is bought and sold. But who ever heard of a bona fide deal in cash grain on the Open Board?

And what is the difference, in fact, between the Open Board and a bucketshop, except that in the former the bets are between individuals, while in the latter the "bank" takes them all? How, then, can quotations which are always based on wind trades and have absolutely nothing behind them, be worth anything except as gambling counters? Are they, in fact, as safe counters as a turn of a wheel or a card?

The fact is the Open Board's generous "dedication of its quotations to the public use" savors too much of the spirit of "Greeks bearing gifts" to merit unsuspicious welcome. The gambling facilities of the country hardly need this supplement.

A CONVICTION AT SINTALUTA.

The local magistrates' construction of the Canadian grain act is not encouraging to the elevator interests in Manitoba. As will be remembered, the agent of the C. P. Ry. at Sintaluta was arrested under the act for criminal discrimination in the distribution of ears. The complaint filed by the grain growers alleged that—

He gave cars out of turn, thereby discriminating against the farmer on whose particular treatment the action was based; that he refused to permit the farmers to load cars from the siding, the loading platform being already occupied; that he treated the loading platform as being equivalent to an elevator so far as concerns orders for cars; that he refused to permit a farmer who had wheat stored on his own account in an elevator, to order a car to receive it, contending that only the elevator manager had a right to order cars for the elevator.

This was the extreme view of the law from the side of the prosecution; and having found the agent guilty and suggested a fine of \$50 or a month's imprisonment, it is evident that the magistrates en banc held as contended—

That every applicant, whether elevator agent, warehouse agent or farmer, is entitled to cars in the order in which applications are filed; that where a car is allotted a farmer he is to be permitted to load it from the siding if access to the loading platform is not possible, and that individual owners of wheat stored in elevators are entitled to order cars and secure them in order that such wheat may be carried forward.

Should this judgment be concurred in by the court to which appeal has been taken, it needs no prophet to point out that weak as the Canadian railway system now is in the face of the crops it is expected to carry to market, it must become still weaker under a regime which can hardly be less than destructive to the efficiency of the roads as carriers.

The Illinois Grain Dealers' Association arbitration committee is making a record that surprises the people of Central Illinois. What manner of court is this, it is exclaimed, that disposes of as many cases in a day as a court of record will get rid of in a week and do it as satisfactorily to both sides, and at the same time save to each side a large sum of court costs and attorneys' fees? And all this without having Blackstone, Greenleaf and the rest at their tongues' end. In truth, it will soon be so that the man who refuses to submit a case of ordinary misunderstanding in a trade to such a court will have to make apology not only to the trade but to his neighbors not in the trade for his apparent lack of sound business sense and good manners.

EDITORIAL REMENTION

To all dealers the "American Elevator and Grain Trade" wishes a happy and prosperous 1903.

Traveling Agent Lloyd of the Illinois Grain Dealers' Association has resigned. A successor has not yet been appointed.

The Buffalo Merchants' Exchange enters the year with its new weighing bureau, and another body blow is given to shortages.

A squeeze in January corn is said to be coming. Why not? Inspection at Chicago makes squeezes easy as well as fashionable.

Some of the roads have been performing remarkable feats of handling freight during the blockade, and there are signs that cars are becoming less scarce, now that the higher rates are in force.

The Grain Dealers' Union, which has been greatly encouraged in its work of organizing northern Missouri territory, will have a meeting at Chillicothe, Mo., on January 19, beginning at 2 p. m. Chillicothe being a crossing, a large attendance may be expected.

The next few months will witness the holding of the annual meetings of nearly all the grain dealers' associations of the western states. When you receive notice of such meetings write your secretary that you will be in attendance, and follow up your letter with your presence.

A Canadian railway agent, who diverted a car from a farmer to an elevator was found guilty of theft and punished accordingly. But about that time a body of farmers seized an entire train stalled on a grade, and no one has heard of convictions as yet. It's always the other fellow who merits the gad.

Many elevators in the Northwest are being closed on account of light sales by farmers. The policy of taking off the cream and then leaving the farmers to market their "skim milk" as best they may, may perhaps satisfy Northwestern farmers, but it would "play hob" with any station's business in the corn country.

"Take a map of Illinois," said a traveler recently, "and stick a pin in every town south of Rock Island, and you will locate places having at least two elevators with a capacity of 25,000 bushels each loaded with corn. Practically all of this corn would come to Chicago if there were cars for it." And if the inspection would let it in?

Canadian shippers and newspapers have had much to say about the grain blockade in the Canadian West, some ingenious and all more or less bad-tempered. But the case was most aptly put by a railroad man himself, who said that the real trouble is that "Canada has built sides to her hopper, but has neglected to enlarge the

spout." In other words, there's a choke at the outlet.

The Insurance Commissioner of Michigan has published a long list of wild cat insurance companies that have been doing business in that state without authority. Among them is the "Millers' Mutual Insurance Co.," which should not be confounded with the Millers' National Insurance Company, which is a company of the highest standing.

The railroads still refuse in Central territory to put hay in the sixth class as ordered by the Interstate Commerce Commission. The only recourse the shipper has is to protest against the rate and classification in the presence of witnesses and also in writing, keeping complete records of shipments and protests. It is possible that redress may be obtained later.

The Canadian plan is better than that of our own seed distribution by congress as a means of importing both crops and seeds, as well as the farmers. The Canadian method is to hang up \$10,000 in prizes to be paid for the best samples of farm-bred seeds. This plan was inaugurated in 1899 and has been taken part in by over 500 young men and women, with creditable results.

A difference of opinion exists among Indiana grain dealers on the subject of arbitration. Some are of the opinion that arbitration should be compulsory among members, but more believe that arbitration should be optional only, leaving the dealer to settle his affairs in court if he so desires. All are agreed, however, that whenever a dispute is settled by arbitration, the decision of the arbitration board should be final.

Galveston city has quite confounded the prophets who, after the great storm of 1900, predicted her permanent "decline and fall." In the two years and a half since, she has become even greater than before, with twenty-eight lines of foreign steamers and coastwise lines in every direction, doing a shipping business in season of 1901-2 of \$261,000,000. Nothing is so unsafe as prediction, and to this Galveston is a lively witness.

It is now stated that all authority for making rates has been taken from the traffic managers and lodged with the presidents, without whose express order no changes in rates may hereafter be made. Local bureaus will be established in the West to review questions of revenue and rates. This certainly should tend to maintain rates, and if true the present high tariff may continue until the consumer who pays the freight is compelled to quit.

There are plenty of places needing new elevators, yet that part of the speech of W. W. Alder at Indianapolis wherein he alluded to the danger of over building of grain elevators should be taken to heart by all grain men. To build a third elevator when two are sufficient to handle the business is as bad for the farmer as the elevators, for each elevator owner must have a living, consequently each must take more margin on the grain handled. Neither does the extra elevator benefit the railroad since there is no more grain to be hauled to market than there

was before. In fact, no one is benefited by such overcrowding, as Mr. Alder clearly showed.

While the broom corn monopoly is getting good prices for its brush, the growers have begun to complain that there the market is dead—no competition and no published prices, as there are for other crops. Altogether the crop is getting to be an undesirable one for the farmer, owing to the uncertainty attending its sale. Isn't the ring in danger of overreaching itself by hogging all the cream?

It is announced that the Open Board of Trade is taking steps to provide for the transaction of a cash grain business; and a meeting of members has been called to consider this innovation. A sort of sop to the Cerberus of public opinion, as it were; for of course, no one trading on the Open Board would know what to do with cash grain if by any chance he had it dumped on him by some trader who wanted to do him an annoying act.

Fire losses in the United States and Canada continue to be enormous, being estimated for 1902 at \$161,000,000, against about \$170,000,000 in 1901. For 1901 the companies claimed a net loss of \$11,217,451 over and above premium receipts, as a basis of higher premium rates. If, then, premiums were earned in 1902 on an equal volume of business, last year should have been a very good year for the companies. No reduction in rates is hinted, however.

The Elevator Pool at Buffalo has decided on another squeeze to water its revenues. This is a scheme to boost the dock charge or vessels which tie up at their docks to half a cent a bushel for all grain held in the elevators during the winter, whether the elevator could handle the grain or not. Hitherto the rate has been from \$100 to \$200 for loaded vessels and \$75 for empties. The half-cent rate will probably more than double the fee on loaded vessels.

There is and has been very little corn passing Chicago inspection good enough to warehouse; nevertheless the amount of corn being exported from Atlantic and Gulf ports has been steadily increasing—1,300,000 bushels increase in the first two weeks of January. As often remarked, corn that is dry enough to be safely sent abroad, ought, if all right in other respects, to be dry enough to pass as contract stuff. This "reasonably dry" bugbear has become very like a club.

A movement has been started in a tentative way by Geo. F. Reed, Chamber of Commerce, Boston, to organize the grain dealers of New England. That part of our country is a large importer of grain. In almost every town, village and hamlet there is a grain merchant who supplies the dairy and poultry farms that dot the country. Millions of bushels of grain and tons of feed from the West are consumed there; but it is all handled without the faintest semblance of united action on the part of these many dealers, large and small. It is probable that the movement Mr. Reed has started will proceed with the conservative leisure characteristic of interior New England; but those who are interested in it would do well to take

a hand with Mr. Reed in helping it along—it's a "good thing" and no mistake.

The injustice of the arbitrary increase of railway rate of $2\frac{1}{2}$ cents on malt is shown in a protest filed by the U. S. Maltsters' Association, where it is pointed out that contracts for malt are practically all made during September, October and November, with deliveries running into the following year. At this time more than 300,000 tons of malt are estimated to be affected by this increase, when all comes out of the pockets of the maltsters, whose profits are thereby largely wiped out.

The July oat injunctions have been approved by the appellate court of Illinois for the Chicago district, by which corners are declared to be criminal violation of law which no rules of the Board of Trade can make otherwise. The decision clarifies matters to the extent that it supports Board rules and upholds contracts made under them, except when there is a corner, when the settlement price must be the actual value of the article dealt in. But has a court a recipe for identifying and coralling a corner and fixing the "actual value"?

The grain committee of the Buffalo Merchants' Exchange, at a meeting held on the 3d inst., decided to recommend the organization of a grain weighing bureau in connection with the grain inspection department of the port. The committee recommended also that John D. Shanahan, the chief grain inspector, be made chief weighmaster also; and happily both recommendations have been adopted. The grain trade certainly will most heartily endorse the recommendation of Mr. Shanahan, whose management of the inspection at Buffalo is a sufficient guaranty of the efficiency of a weighing department directed by him.

The agriculturists of the Argentine Republic have begun an agitation for the denunciation of all existing commercial treaties and the making of new ones which shall favor trade with Great Britain, the greatest consumer of Argentine products, at the expense of other countries. They also urge that the United States and Germany, which impose the highest duties on Argentine products, shall be made to pay the highest duties. The principle of commercial retaliation by treaty is a very popular one nowadays in some quarters, but it is difficult to see wherein any people is benefited by them, much less a poor people like the Argentinas, although many persons and people have been harmed by such wars, like the people who pay the higher duties.

Wall street is keeping an interested eye on grain exports—of corn particularly. Heavy exports are expected to relieve the demand for sterling bills and to keep gold at home, and give speculators cheaper money again. Business in the street continues far above what was considered heavy business a few years ago; but since the syndicates have been pouring into the exchange their torrents of paper values, men like Morgan are no longer able to think in millions, and require cheap money and lots of it. It is, of course, idle work to say that there is or is not a panic in sight; if one were in sight it

would not be a panic. But it is pretty clear to some that when the next crisis does come, it will rise out of the billows of fictitious value that the syndicates have created by so many stories of the pen and for which investors habitually and studiously turn down tangible property like the grain crops of the country.

A Chicago newspaper says that among the possible investigations at Springfield this winter will be one of the "grain office" with special reference to alleged attempts to "hold up commission men," and jugglery in the grading of cereals. Let us hope "they" won't. There's politics enough in the state bureaus now to last without stirring up the animals unnecessarily; for no matter what might happen, the present menagerie would remain just the same. Of course, such a spectacle might amuse; but what's the use? But if by some legislative miracle the grain office could be wholly abolished and inspection and public weighing turned over to the management of the Board of Trade, almost any sort of agony would be justifiable and excusable as a cut to such consummation. But that is too much to hope for. Neither party should be expected to exhibit virtue enough to make such a wholesale slaughter of places for the boys.

Apropos the apparent collapse of the Cleage corn corner on December 17, Geo. H. Phillips, on the Saturday following, in his regular and always interesting weekly market letter, expressed himself freely on the subject of bull campaigns. They require immense capital, he said; the accumulation, at a price the consumer is willing to buy, of at least double the amount of grain possible to be delivered; and then conservative operations to keep the market within safe bounds until deliveries are sufficiently well taken care of to warrant the moving of the grain to a point where the shorts will take the market. This was substantially the visible plan of campaign in the late Armour movement in wheat, which was a combination of capital and skillful operations rarely if ever equaled on 'Change. Mr. Phillips has kicked up some dust in bull actions himself, which have apparently failed rather for want of immense capital than of the other ingredient of the Armour success in September wheat.

Gov. Odell has kept his pledges on the Erie Canal question by recommending to the New York legislature to take up the matter in all seriousness. He has revised his own views on the subject so far as to abandon the Oswego-Ontario-Olcott route; and he now stands upon the platform of a nine-foot channel on the main Erie Canal—the "1,000-ton barge canal," as this plan is called. He points out briefly the needs of the improvement to conserve the commerce of the state, and suggests that the state by using the water powers created to provide electric motive power to canal boats for hire, and by reimposing limited tolls on canal traffic, could, with the imposition of a slight tax on the stock of manufacturing companies, provide the needed revenue to make the improvement, say \$2,400,000 annually. The fact that the New York roads are making a rate on grain to Boston and putting grain on shipboard there at half a cent less than via New York has

waked up the New York Produce Exchange to the need of some change of conditions; and this body recommends in addition to canal legislation that the general assembly be asked to endow the state railroad commission with power to enforce its rulings, that body being an ornamental appendage to the state government much after the manner of the Interstate Commerce Commission.

COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Validity of Receipts Issued by Warehouseman to Secure Own Debts.

Though a warehouseman, in the absence of a statute to the contrary, may issue a warehouse receipt for his own goods in store, by way of sale, and confer an indefensible title, yet when he issues such receipt by way of pledge to secure his own debt, the Supreme Court of Oregon says (*Millicorn vs. Clow*, 70 Pacific Reporter, 398), it is generally held that such pledge is not good as against subsequent bona fide purchasers of the goods unless there has been an actual or symbolical delivery thereof. Again, it says that in the cases to which attention had been called the validity of the receipts issued by a warehouseman for his own goods as a pledge for the payment of his debt was made to depend upon the fact that such goods were actually stored in his warehouse at the time the receipt was executed, so that the goods were thus appropriated as the subject matter of the contract, and a symbolical delivery of the right of possession thereof passed to the pledgee by the execution of the receipt.

In case at bar no testimony was offered tending to show that the warehouseman, at the time he issued his receipts to secure the payment of his promissory notes given for certain loans of money, owned a bushel of the wheat stored in his warehouse. The holder of the receipts, as a witness in his own behalf, testified that at the time he loaned the money he visited the warehouse and found large quantities of wheat therein. And, invoking the presumptions that a person is innocent of wrong, that private transactions have been fair and regular, that the ordinary course of business has been followed and that the law has been obeyed, it was contended that this evidence was sufficient to show the warehouseman's ownership of the wheat pledged by these receipts. But the court says that the Oregon statute regulating warehousemen, so far as deemed material herein, provides that it shall be the duty of every person keeping any warehouse where grain is stored to deliver to the owner of such grain a warehouse receipt therefor. No person shall issue any receipt for any grain not actually in store at the time of issuing such receipt. No person operating any warehouse shall sell, encumber, ship, transfer or in any manner remove any grain for which a receipt has been given by him without the written assent of the holder of the receipt. Any person who shall violate any of the provisions of this act shall be liable to an indictment and upon conviction shall be fined.

The testimony conclusively established the fact that there was a deficiency in the quantity of wheat that had been stored and should have been on deposit in the warehouse at the time of the warehouseman's death; thus showing that the provisions of the statute adverted to had been violated. This fact, upon principle, rebutted the presumption invoked and imposed upon the holder of the receipts in question the burden of showing that the warehouseman owned the quantity of wheat pledged to him; but, having neglected or being unable to do so, he failed to establish one of the material allegations of his complaint.

TRADE NOTES

Schroeder Bros., manufacturers of grain dumps at Minier, Ill., are building a two-story addition 85x96 feet to their factory building.

James M. Dodge, president of the Link-Belt Engineering Co. of Philadelphia, was recently elected president of the American Society of Mechanical Engineers.

Ross & Ross of Chalmers, Ind., recently installed a Perfection Grain Drier manufactured by Tweedale & Harvey, Chicago, Ill. The machine is reported to be doing excellent work.

The Standard Grain Weigher Co., Winnipeg, Man., has been incorporated with a capital of \$35,000. The provisional directors include A. A. Leitch, F. A. Drummond and T. G. Mathers.

The Meadows Mfg. Co. at Meadows, Ill., has been incorporated with a capital stock of \$40,000 to manufacture grain dumps. The incorporators are John Rocke, Andrew Beller and D. H. Claudon.

J. H. Hemperly has been engaged as Pacific coast representative of The Wolf Company of Chambersburg, Pa. He will make his headquarters in Portland, Oregon, probably opening an office there.

The Huntley Mfg. Co. of Silver Creek, N. Y., are sending out a wall calendar for 1903 and if anyone has been overlooked in the distribution they will be pleased to mail him one on receipt of request.

The latest circular from the Hall Distributor Co., Omaha, Neb., gives a partial list of users of the Hall Automatic Overflow Signaling Grain Distributor, arranged by states. This list speaks eloquently for the merits of this device.

The Midland Machinery Co. at 309 South Third Street, Minneapolis, Minn., are handling a complete line of elevator machinery and supplies including Webster Gasoline Engines. They have a large stock and are prepared to make prompt shipments.

The Burrell Mfg. Co. of Bradley, Ill., wish it understood that they had no connection with the firm of G. T. Burrell & Co. of Chicago, that made an assignment on December 20, aside from the fact that the latter firm acted as selling agents for them in Chicago.

The Androscoggin Mills, Lewiston, Maine, have registered with the Patent Office a trade-mark for grain bags, which they have used since July 1, 1861. It consists of two longitudinal stripes on either side of the bag, each stripe composed of a central stripe and two narrower stripes at each side thereof.

"What Our Customers Say" is the title of an attractive pamphlet in which many users of the Standard French Burr Mills made by Sprout, Waldron & Co. of Muncy, Pa., give their opinions and experiences with these mills. They are made in quite a number of sizes and are adapted to grinding all grades of feed and meal.

Seeley, Son & Co. of Fremont, Neb., are quite busy for this season of the year. They now have work well under way on a 300,000-bushel elevator for the Pennsylvania Railroad Co. at Philadelphia. They recently completed an elevator at Bristow, Neb., for the Trans-Mississippi Grain Co., have another elevator for them nearing completion at Fairfax, S. D., and are finishing the moving of another house for them at Kirkman, Iowa. They have also recently completed an elevator at South Omaha, Neb., for the Union Stock Yards Co.

In this issue S. K. Humphrey of 53 State street, Boston, advertises his Employes' Elevator. This has been a popular device in flouring mills and similar places for many years and a goodly number have been placed in grain elevators. A recent installation is one in the new transfer and cleaning elevator of the Hubbard Milling Co. at Kasota, Minn. One of these elevators in a plant does away with the tiresome job of stairclimbing

and enables the employes to make more frequent trips and keep in closer touch with the work and machinery in different parts of the plant. Mr. Humphrey has an interesting descriptive circular which he will be pleased to send to any inquirer.

The grain trade made use of many fine calendars this year. Those received at this office are briefly described as follows: C. A. Burks, Decatur, Ill., a three-sheet affair with dainty sketches of "light opera lights" on a rich creamy white background. Tingley Bros., grain and hay, Columbus, Ohio, a handsome photogravure of the painting by Elsley, "Wait a Bit," on a fine brown mount, 12x15 inches. Kingsley, McCallum & Co., wholesale brokers, Jacksonville, Fla., bright red calendar 11x14, with embossed picture of a mounted Arab. Reynolds Bros., grain and seeds, Toledo, Ohio, have the finest calendar of the season, as usual. It is 11x14, four sheets tied with heavy silk cord. Each sheet is adorned with the bust of a shy maiden in delicate colors. They offer to supply duplicates at 50 cents. Geidel & Dickson, grain, hay and millfeed, Pittsburgh, Pa., 11x14, with colored reproduction of painting, "Haying Time." A. C. Curry & Co., commission merchants, Chicago, dark green card 11x14, with photo reproduction entitled "Flowers in the Wheat." McHugh, Christensen & Co., Minneapolis, send their compliments on a white card 11x14 with large half-tone of the new Minneapolis Chamber of Commerce. Dumont, Roberts & McCloud Co., grain, Decatur, Ill., and Detroit, Mich., 12x15 carbon black mount with countersunk oval center containing a fine reproduction of a horse's head, from a painting by Geo. Ford Morris. W. C. Agee & Co., grain, hay, etc., Birmingham, Ala., reproduction of a painting, "Heels Over Head," mounted on a reddish brown card 14x17. Dewey Bros., millers and hay and grain dealers, Blanchester, Ohio, hanger style 15x20 inches, bearing a handsome oval lithograph entitled "Mother's Helper." J. M. Neer, grain, flour and coal, Marion, Ohio, 20x15-inch hanger with lithograph of a basket of little chickens and a background of daisies. C. A. Foster, grain and hay, Pittsburgh, Pa., dark green hanger 14x20, with beautiful colored reproduction of a painting by Albert Lynch, entitled "Therese." McCord & Kelly, grain and hay, Columbus, Ohio, make use of a number of very convenient little calendars about 3x6 inches. Rosenbaum Brothers, grain merchants, Chicago, sent with their New Year's greeting some artistically printed quotations expressive of their business ideals. Pope & Eckhardt Co., commission merchants, Chicago, sent their card and wishes for the New Year inclosed in a cover bearing a winter scene appropriately called "A January Morning."

IN THE COURTS

The suits begun at Winnipeg against various members for damages for alleged boycott of "independent dealers," mentioned here last month, have all been dropped except that of W. T. Gibbins.

Some years ago the Farmers' Elevator Company at Madelia, Minn., failed and suit was brought by parties who were losers against the officers of the company to compel them to make good, the amount claimed being \$2,300 and the price of 6,000 bushels of wheat. The decision on appeal of Supreme Court recently made is to the effect that the officers are not liable for the debts of the corporation.

After being out twenty-four hours, a jury in the case of Geeslin, late agent of the Farmers' Elevator Company of James, S. D., charged with embezzlement, found the defendant not guilty. There was a loss of some \$2,800; which Geeslin claimed was lost in wheat speculations entered into on orders of the Elevator Company's officers.

In the case against the agent of the Canadian Pacific Railway Company at Sintaluta, Assiniboa, mentioned here in detail last month, the defendant was convicted of violation of the car distribution provisions of the Manitoba grain act, and fined \$50

and costs, with the option of imprisonment for one month. The agent procured two bondsmen and was allowed leave to appeal to the Supreme Court.

At Moosomin, Manitoba, a car set apart for a shipper named G. T. Marsh was taken possession of by the Lake of the Woods Milling Company and loaded, in spite of Marsh's protests. Thereupon a Grain Growers' Association had the agent of the Milling Company arrested on a charge of theft. On this charge he was found guilty by a local justice and was bound over to appear the second Tuesday in July for sentence. The delay is due to the submission of certain technical points to the full court at Regina, which does not meet until June. The whole case will likely be appealed to the full court.

The attorney general of Missouri has begun quo warranto proceedings against the C. B. & Q., C. R. I. & P., A. T. & S. F. and Mo. Pac. railroad companies at Kansas City and the St. L. & St. F. at St. Louis, which will require these roads to show their legal warrant for making the "reconsignment charges" in effect at Kansas City and St. Louis since last July. The roads are ordered to make answer on January 28. They are charged with illegally making a reconsignment charge of \$2 a car; of rebating and refunding the charge to persons who ship out of Kansas City (or St. Louis) or who ship a like amount of grain or grain products over any of the five lines; "in creating and maintaining at Kansas City, Mo., etc., a monopoly and discrimination against the locality of Kansas City, Mo., etc., and against persons, firms and corporations who ship grain or grain products into Kansas City, Mo., etc., over said railroads, but who do not reship out of Kansas City, Mo., etc., an amount of grain or grain product corresponding to the amount thereof shipped into Kansas City, Mo., etc., over some one of said railroad companies' lines."

The Atchison Grain Company of Atchison, Kansas, won the preliminary suit of an action to recover \$117,000 from the A. T. & S. F. R. R. Co. The Grain Company alleged that it had a contract with the railroad company for the operation of its Atchison Elevator, by which it was to have as favorable rates as were granted to any of its competitors; that this contract was violated by the railroad company through the granting of more favorable rates to certain other dealers. The Grain Company sued for \$100,000 for loss of use of the elevator; for \$14,000 for losses on corn bought, which the railroad refused to carry under terms of the contract; and for \$3,800, being one-half the amount of freight on lumber used in building corn cribs, which the railroad agreed to assume. The case was decided in favor of the Grain Company by the lower court on the pleadings, from which the Railroad Company appealed to the Supreme Court, which court reversed the lower court on the two smaller items in the suit, the claims for loss on corn bought, and for freight on lumber, on the ground that they were barred by the statute of limitations, but sustained the \$100,000 claim. This decision is preliminary to the real issue, which will now be tried on its merits. It will probably come up for hearing at the January term of the District Court.

Oats lose very little in weight after storing, provided they are dry at the time they are put into the bin. From some observations made in Michigan the heaviest loss was 34 per cent from fall until May.—Orange Juud Farmer.

The New York correspondent of the Chicago Inter-Ocean is responsible for the following "tale of a bucket-shop": "A bucket-shop having on deposit \$20,000 of its customers' money was recently offered for sale in Wall street. The price wanted was \$10,000. Negotiations were opened, the price was beaten down to \$9,000, when the prospective purchaser announced that the business would have to be transferred to him before he could pay for it. He had no money himself, but calmly proposed to appropriate the \$9,000 from the \$20,000 margin fund. The business finally was taken over on those terms, and the buyer saw to it that market declined enough in the next fortnight to wipe out all of his customers."

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, Jan. 10, 1903, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oat, bu.	Rye, bu.	Barley, bu.
Baltimore	236,000	510,000	49,000	225,000	
Boston	1,006,000	68,000	21,000		
Buffalo	1,761,000	1,000	181,000	89,000	1,233,000
do. afloat	200,000				
Chicago	7,735,000	2,009,000	813,000	352,000	1,000
do. afloat	137,000				
Detroit	606,000	107,000	\$3,000	79,000	32,000
do. afloat					
Duluth	3,693,000	1,000	249,000	46,000	344,000
do. afloat					
Fort Williams	2,861,000				
do. afloat					
Galveston	1,091,000	232,000			
do. afloat					
Indianapolis	309,000	76,000	15,000	1,000	
Kansas City	1,732,000	311,000	75,000		
Milwaukee	600,000	15,000	103,000	50,000	222,000
do. afloat					
Minneapolis	14,800,000	73,000	1,000,000	75,000	480,000
Montreal	51,000	46,000	68,000	3,000	57,000
New Orleans	1,211,000	371,000			
do. afloat					
New York	3,120,000	371,000	769,000	14,000	134,000
do. afloat					
Peoria	816,000	393,000	271,000	61,000	
Philadelphia	301,000	229,000	157,000	2,000	
Port Arthur	175,000				
do. afloat					
St. Louis	3,809,000	1,810,000	26,000	25,000	
do. afloat					
Toledo	963,000	229,000	292,000	13,000	
do. afloat					
Toronto	25,000		5,000		
On Canal					
On Lakes					
On Miss. River					
Grand Total	50,116,000	6,925,000	4,537,000	1,008,000	2,503,000
Corresponding date 1901	58,077,000	11,643,000	4,514,000	2,409,000	2,119,000
Weekly Inc.	378,000	411,000		207,000	29,000
Weekly Dee.					373,000

WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at eight primary markets, during the 27 weeks ending Jan. 5, for the last two years, according to the Cincinnati Price Current, were as follows:

	1902-3.	1901-2.
St. Louis	25,418,000	14,488,000
Toledo	11,435,000	5,903,000
Detroit	2,787,000	2,188,000
Kansas City	19,817,000	16,151,000
Winter	59,457,000	38,730,000
Chicago	29,760,000	37,096,000
Milwaukee	5,520,000	5,735,000
Minneapolis	59,791,000	57,828,000
Duluth	31,154,000	34,929,000
Spring	126,531,000	137,223,000
Total bus., 27 weeks	185,988,000	175,958,000

RANGE OF PRICES AT CHICAGO.

The daily range of prices for each grain at Chicago for the month ending Jan. 12, has been as follows:

DECEMBER	NO. 2* R.W.HWT	NO. 1 NO. 2 SP.WHT	CORN, NO. 2	ST. OATS.	NO. 2 RYE.	NO. N. W. FLAXSEED	
	L.O.N. High.	Low.	High.	Low.	High.	Low.	High.
13.....	75	75%	75	75%	57	57	33½ 33½ 51
14.....	75%	76	75%	76	54½ 51½ 32½ 33½ 50	51	
15.....	75%	76	75%	76	54½ 51½ 32½ 33½ 50	51	
16.....	74½ 75	74½ 75	71½ 71½ 75½ 52½ 52½	51½ 50½ 50	31½ 31½ 31½ 50½ 50	50	
17.....	73½ 74½	73½ 74½	73½ 71½ 50	50	31½ 31½ 31½ 50½ 50	50	
18.....	72½ 73½	72½ 73½	71½ 71½ 16½ 16½	16½ 16½	32½ 32½ 32½ 50½ 50	50	
19.....	73	73½ 73	73½ 73	16	46	31	51
20.....	73½ 74½	73½ 74½	71½ 71½ 15½ 15½	15½ 15½	33	33	52½ 52½
21.....	74	74½ 71	74½ 71	15	45	32½ 32½	50½ 50½
22.....	74½ 75	74½ 71	71½ 75	15½ 15½	45	32½ 32½	50½ 50½
23.....	74½ 75	74½ 71	71½ 75	15½ 15½	45	32½ 32½	50½ 50½
24.....	+						
25.....	74½ 75	74½ 75	74½ 75	15½ 15½	32½ 32½	51½ 52½	
26.....	74½ 75	74½ 75	74½ 75	15½ 15½	32½ 33½	51½ 52½	
27.....	71½ 75	71½ 75	71½ 75	16½ 16½			
28.....	71½ 75	71½ 75	71½ 75	16½ 16½			
29.....	71½ 74½	71½ 74½	71½ 74½	15	45	33½ 33½ 51½ 51½	
30.....	73½ 74½	73½ 73½	73½ 73½	14	44	31½ 31½ 34½ 34½ 51½ 51½	
31.....	72½ 73½	72½ 73½	73½ 73½	14	44	31	34
Jan.—	1.....						
2.....	71½ 72½	71½ 72½	71½ 72½	14½ 14½	44½ 44½	33½ 33½	
3.....	71	71½ 71	71½ 71	14½ 14½	44½ 44½	33½ 33½	
4.....							
5.....	70½ 71	70½ 71	71½ 71	15½ 15½	33½ 33½	51½ 52	
6.....	71½ 71	71½ 71	71½ 71	16½ 16½	33½ 33½	51	
7.....	71½ 71	71½ 71	71½ 71	16½ 16½	32½ 32½	51½ 51	
8.....	71½ 72	71½ 72	72½ 72	17	33½ 33½	50	
9.....	71½ 72	71½ 72	72½ 72	16	33½ 33½	50	
10.....	72½ 72	72½ 72	72½ 72	16½ 16½	46½ 46½	34 34	53 53
11.....	72	72½ 72	73½ 73½	45½ 45½	35	51½ 51½	

*Nominal price. + Holiday.

During the week ending December 19, prime contract timothy seed sold at \$4.25 per cental; prime contract clover seed at \$10.75; Hungarian at \$1.10 @1.35; German millet at \$1.00@1.25; buckwheat at \$1.30@1.40 per 100 pounds.

During the week ending January 9, prime contract timothy seed sold at \$4.25 per cental; prime contract clover seed at \$11.00@11.20; Hungarian

at \$1.25@1.60; German millet at \$1.00@1.25; buckwheat at \$1.30@1.40 per 100 pounds.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of December, 1902.

BALTIMORE—Reported by Wm. F. Wheatley, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1902.	1901.	1902.	1901.
Wheat, bushels	278,043	829,116	223,907	684,039
Corn, bushels	3,398,854	977,053	2,802,777	463,882
Oats, bushels	134,309	210,962	21,191	1,210
Barley, bushels	89,311	23,901	10,826	
Rye, bushels	330,740	36,161	192,856	21,526
Timothy Seed, bushels	1,313	750	3,029	735
Clover Seed, bushels	2,020	3,798	3,920	
Hay, tons	4,912	3,215	1,975	2,028
Flour, bbls.	413,479	305,063	320,129	307,186

ELEVATOR AND GRAIN NEWS

ILLINOIS.

A new elevator is to be erected at Norris, Ill.

R. E. Rising has built a new grain office at Monarch, Ill.

The new elevator at Sharpsburg, Ill., is about ready for operation.

John Holbrook is arranging to erect a grain elevator at DuBois, Ill.

Edward Derrough contemplates building an elevator at Mahomet, Ill.

Prairie City, Ill., will probably have a new elevator in the near future.

G. W. Shwartz is the successor of Arthur M. Judd, grain dealer at Dixon, Ill.

Steps are being taken to organize a farmers' elevator company at Allentown, Ill.

A new brick foundation has been placed under the Farmers' Elevator at Delavan, Ill.

A movement is on foot to organize a farmers' elevator company at Chatsworth, Ill.

Monroe Garrison of Wellington, Ill., contemplates building an elevator at Dawson Park.

The farmers around Flanagan, Ill., contemplate the erection of a co-operative elevator.

Edwin H. Young has succeeded to the elevator business of Young Bros. at Bristol, Ill.

The Mattoon Elevator Co. are soon to erect a fine elevator at Dorans, Ill., on the I. C. R. R.

The Ransom Grain Co. is a new concern at Ransom, Ill., of which Mr. Schultze is manager.

Chas. L. Douglass recently sold his two elevators at Ottawa, Ill., to Dunaway, Ruckrigel & Co.

The Farmers' Elevator & Mercantile Co. of Howard, Ill., have placed a grain buyer at Osman.

H. Bokhoff & Graham Bros. have succeeded to the grain business of C. G. Fyler at Durand, Ill.

The elevators at Chatsworth, Ill., were compelled to shut down recently owing to scarcity of cars.

The Galesville Grain Co., Galesville, Ill., has increased the capacity of its elevator to 38,000 bushels.

The Farmers' Elevator Co., Mackinaw, Ill., is collecting funds for building an elevator at that place.

J. A. Wooster of Cordova, Ill., contemplates building a grain elevator there on the C. M. & St. P. in the spring.

The glucose factory at Rockford, Ill., has been consuming from 16,000 to 17,000 bushels of corn daily of late.

Scherer Bros., Weston, Ill., have replaced the gasoline engine in their elevator with a new one of greater capacity.

Harry Allen is now in the grain business at Broadlands, Ill., but still retains an interest in the plant at Allerton.

The Howard Grain, Mercantile & Elevator Co. at Howard, Ill., has increased its capital stock from \$5,000 to \$11,000.

H. C. Suttle of Kenney has purchased J. M. Gray's roller mill at Mt. Pulaski, Ill., and will convert it into a grain elevator.

Ed. F. Jolidon and W. R. Honce have formed a partnership at Hamilton, Ill., for the purpose of buying grain and hay.

The Cooksville Grain Co. of Cooksville, Ill., capital \$10,000, has been incorporated by Wm. Hutchinson, Geo. Swinehart and Geo. B. Arnold.

Railsback, Briggs & Co. have completed their new 40,000-bushel elevator at Minier, Ill. It is 80 feet high and has all the modern conveniences.

A Farmers' Elevator Co. has been organized at El Paso, Ill., with a capital stock of \$6,000. They have purchased A. Shepard's elevator on the I. C. R. R.

Harry Allen, writing from Broadlands, Ill., on January 6, says: "Elevators through here are about all full and closed." We also have reports that the elevators at McLean, Sibley and Argenta have

been compelled to close for want of cars to make shipments.

A. T. Bivens, formerly of Bethalto, has purchased and is operating the elevator at Bunker Hill, Ill., formerly owned by C. W. Henrichs.

The Saunemin Elevator Co. of Scovel, Ill., has been incorporated with a capital stock of \$8,000 by T. L. Stafford, W. E. Mies and J. C. Diemer.

The Odell Grain & Coal Co., Odell, Ill., has been incorporated with a capital stock of \$10,000, by Conrad Trecker, Owen Feehan and John L. Barry.

The Hazenwinkle Grain Co. of Normal have completed their 15,000-bushel elevator at Hendryx, Ill., and expect to do a rushing business there.

McClure & Brotherton's new 35,000-bushel elevator at Guthrie, Ill., is a thoroughly up-to-date house equipped with distributing spout, hopper scale, etc.

The F. M. B. A. Elevator Co., Highland, Ill., are preparing to build a larger new elevator to replace the one destroyed by fire. It will cost about \$8,000.

W. M. Clegg has sold a half interest in his grain and implement business at Tower Hill, Ill., to R. H. Bullington. The style of the firm is Clegg & Bullington.

The elevators at Urbana, Ill., recently experienced such a rush of grain that some farmers were compelled to wait until the following day to dump their grain.

W. R. Winnings has sold his elevator at Arthur, Ill., to C. E. Davis and P. L. Fuson, who will take possession next spring and replace the old elevator with a new one.

The Farmers' Grain, Live Stock and Coal Association of Deer Creek, Ill., has been incorporated with a capital of \$3,000 by J. C. Culbertson, Frank Feld and Robert Lane.

The farmers living in Lawndale, Weston, East Lexington and Chenoa are talking of erecting an elevator at Ballard, Ill., for the purpose of regulating grain prices in that vicinity.

The farmers are organizing an elevator company and preparing to build an elevator on the T. P. & W. at Secor, Ill. Marion Potter has been chosen president and Harvey Bullock, secretary.

The Spires Elevator Co. of Spires, Ill., has incorporated with a capital stock of \$5,000 to deal in grain and live stock. The incorporators are E. C. Brand, Peter Seltzman and James Murray.

The Hopewell Grain Co. are now doing business in their new 22,000-bushel elevator at Held, a new station on the C. & A., with J. W. Fehring as manager. Their postoffice address is Varna, Ill.

J. F. Rodman & Co. have traded their elevator and general store at Lodge, Ill., on the Wabash Ry., to West & Hawk of Attica, Ind., Rodman & Co. taking W. G. West's elevator at Attica in the deal.

On the first of January the control of Indiana Elevator A at Chicago, operated by A. S. White & Co. as a "regular" elevator, passed to the American Cereal Co., who will operate it as a private house.

The Knight Grain Co., Monticello, Ill., has been incorporated with a capital of \$50,000, to deal in grain, farm implements, coal, etc. The incorporators are E. G. Knight, H. N. Knight and W. K. Davison.

The Moses Dillon Co., Sterling, Ill., has been incorporated with a capital stock of \$35,000, to deal in lumber, fuel, grain, etc. The incorporators are Moses Dillon, Frank A. Grimes and Moses L. Dillon.

The glucose plant at Peoria, Ill., was compelled to shut down on the 10th for want of fuel, thus throwing 200 employes out of employment temporarily and shutting off the consumption of many thousands of bushels of corn.

The firm of Kinney & Ricketts, known as the Mattoon Elevator Co., Mattoon, Ill., has been dissolved and H. E. Kinney continues the business alone. Thos. Ricketts has purchased from Mr. Kinney the elevator at Gays.

It is reported that the Illinois Central Railroad Co. has offered \$50,000 in settlement of the fire losses which occurred at Rantoul, Ill., on Aug. 9, 1900. It is alleged that a spark from a locomotive set fire to a grain elevator and this spread and caused \$200,000 damage.

The grain, coal and wood business conducted by the late H. J. Porter has been sold to H. A. Hillmer & Co. The sale includes the business in Freeport, Ridott and Dakota, Ill., but does not include any of the real estate. Henry Hillmer, the head of the new firm, has been Mr. Porter's bookkeeper for many years.

The Hawks & Halton Grain Co. have transferred their business at Atwood, Ill., to the Atwood Grain & Coal Co., which was incorporated a short time ago. W. E. Carroll is president and G. H. Smothers is secretary. The business is said to be the largest

in that section. The deal was made through C. A. Burks of Decatur.

The Turner-Hudnut Co. of Pekin, Ill., has purchased Mr. Campbell's elevator at Lacon. The new owners can handle grain to good advantage from this point, as they operate a line of grain boats or barges on the river. Mr. Campbell has conducted the business for 14 years and he will now continue as local manager for the new owners.

WESTERN.

Fisher & Giddings will engage in the grain business at Salem, Ore.

Sterling Bros. have purchased W. H. Averill's grain warehouse at Brownsville, Wash.

Frank Bewley has purchased A. W. Smith's grain and feed business at Republic, Wash.

The Oregon Feed & Milling Co., Portland, Ore., has been incorporated with a capital of \$10,000.

The grain elevator of the Western Montana Flouring Mills at Missoula, Montana, has been re-sided and painted, and the name put on in large letters.

The Centennial Mill Co., who are now rebuilding their mill at Spokane, Wash., are planning for the erection of four large wheat tanks 75 or 80 feet high.

The farmers about Lind, Wash., have taken steps to organize a Farmers' Alliance Warehouse Co. and buy Neilsen Bros.' warehouse or else build a new one.

Grain shipments from Tekoa, Wash., so far this season are said to aggregate 352,780 bushels of wheat and 180,670 bushels of oats. This was handled by three firms.

A 35,000-bushel elevator is being erected at Spokane, Wash., on the site of the Washington Water Power Company's elevator that was destroyed by fire recently.

At a recent meeting of the citizens of Russell, Idaho, an organization was formed to construct a grain tramway from the Henshaw place, just east of Russell to Greer on the Clearwater Short Line. N. Treisch, S. Riggs, Chas. Hutchins, J. Keck, A. O'Brien, and Geo. Vliet are the chief promoters of the enterprise.

EASTERN.

Edgar Decker has opened a grain, feed and grocery store at Brownville, Maine.

F. W. Aldrich, grain dealer at Chicopee, Mass., will move into larger quarters.

The Cockade City Mill Co. of Petersburg, Va., are building a grain elevator, 60x80 feet.

G. F. & E. C. Swift will either repair or rebuild their grain elevator at Wakefield, Mass.

E. B. Clapp of Louisville, Mass., has gone into the grain and feed business and expects to add a grist mill.

W. N. Lemen and Chas. S. Billmyer of Charles-town, W. Va., have sold their elevator at Shenandoah Junction to J. J. Lyne.

W. T. McLaughlin & Co. have purchased Chas. L. Bullock's flour and grain store at Jamaica Plain, Mass., and will operate it as one of their branch stores.

The E. Clemens Horst Co., Newark, N. J., has been incorporated to handle farm products, grain and hops. One thousand dollars of its capital stock is paid in.

Charles A. Bleibtrey and James H. Glavin have formed a co-partnership and will conduct a grain and feed business at Waterford, N. Y., corner Broad and Third streets.

The F. H. Fitts Co., East Orange, N. J., has been incorporated to do a general jobbing and grain business, with a capital stock of \$5,000. Frank H. Fitts, Stanley E. Faithful and C. V. Childs are the incorporators.

The Frontier Elevator Co., Buffalo, N. Y., has elected the following new directors: Gustave Fleischmann, James Davidson, Leonard Dodge, Charles H. Donaldson, P. P. Miller, H. M. Gerrans and Charles G. Worthington.

Northern Central Elevator No. 3, on the Canton side of the harbor at Baltimore, was completely destroyed by fire on the night of Dec. 31. Its capacity was 1,000,000 bushels. Plans for rebuilding are already under way.

Seeley, Son & Co. of Fremont, Neb., have been awarded the contract for building a 300,000-bushel elevator for the Pennsylvania Railroad at Germantown Junction, Philadelphia. The plans for this building, including power house, sheller house, etc., were prepared last fall by Geo. M. Moulton & Co. of Chicago. Seeley, Son & Co. have already begun

work and are to have the contract completed by the middle of April.

J. B. Eisaman & Co., 17 East Park street, Newark, N. J., has been incorporated to deal in grain, hay, etc. Capital stock, \$300,000. The incorporators are A. W. Evans, J. B. Small and W. H. Stayton.

Seymour & McDonald have purchased the feed mill and grain business of the Lewis Grain Co. at South Lancaster, Mass., and will take possession on Feb. 17. They will do a grain and coal business in Clinton as well as Lancaster.

C. P. Smith has sold a half interest in his grain and feed store at Burlington, Vt., to A. Dwight Pease, who has had charge of this business for a number of years. They will do business under the name of the C. P. Smith Feed Company.

The Easthampton Ice Company of Easthampton, N. Y., has been chartered to deal in ice, coal, grain, building materials, etc. The capital stock is \$16,000. The directors for the first year are Joseph E. Gay, David Edwards, Theodore D. Dimon, S. Gardiner Osborn and David E. Osborn, all of Easthampton.

A tract of 600 acres of waterfront property at Squantum, near Boston, was purchased recently by the New Haven system of the Pennsylvania Railroad and is to be developed into a vast system of storage warehouse for grain, cattle, cotton and other freight that can be held for export shipment, so it is reported.

WISCONSIN.

Johnston & Kaye have a new elevator at Star Prairie, Wis.

S. O. Overby & Co. have completed work on their elevator at Taylor, Wis.

The Milwaukee Elevator Co. recently completed an elevator at Brown Deer, Wis.

Lyon Bros. of Menominee, Wis., expect to erect a grain elevator at Marinette very shortly.

Alphonse Pierre, Oconto, Wis., has made a number of improvements in his grain and flour warehouse.

An elevator will be erected next spring at North Fond du Lac, Wis., by local parties. It will be located near the Central and Northwestern tracks.

Chapin & Co. of Milwaukee will at once erect an elevator, warehouse and office and power building on First Avenue near the South Menominee canal.

The Peavey Elevator Company has closed up its Globe Elevator at West Superior, Wis., for the winter. This system has handled no grain but barley and oats this season, and as there is no shipping and the houses are not needed for storage, there would be practically nothing for it to do if kept open.

OHIO, INDIANA AND MICHIGAN.

M. H. Kerr has a new elevator at Cadmus, Mich.

Christ. Sorenson has erected an elevator at Holton, Mich.

Robert McAdoo is reported to have sold out his grain business at Ashland, Ohio.

Nigh & Sons have purchased W. S. Reece's grain business at North Baltimore, Ohio.

W. D. J. Everett has purchased the Campbell & Everett elevator at West Milton, Ohio.

Magee & Paffenbach now have in operation their fine new elevator at Oak Harbor, Ohio.

J. Z. Norris of Casnovia, Mich., will install a feed mill in his grain elevator in the spring.

J. T. Dowler of Washington C. H., Ohio, recently purchased the Crosby Elevator at Good Hope.

J. T. Stevenson, lately in the grain business at Enterprise, Ind., has moved to Grand View.

Munay & McIntosh have succeeded to the grain business of Mrs. D. M. Maxwell at New Waverly, Ind.

B. C. Thomas, Columbus, Ind., is again receiving grain in his elevator, which was partially destroyed by fire.

A. Wasmuth & Son have completed a new large corn crib in connection with their grain elevator at Andrews, Ind.

Fred Schlitz & Sons of Eldorado, Ohio, have purchased and taken possession of the Brooks Elevator at Yellow Springs, Ohio.

William De Hoop of Zeeland, Mich., completed during the fall a cold storage building for onions. He will build a new grain elevator at Vriesland, Mich.

The Worthington Elevator Co., Worthington, Ind., has elected the following officers: S. H. Carnahan, president; David Landis, vice-president; Byrd Squire, treasurer; D. W. Moffatt, secretary. They have a capital stock of \$10,000 and have con-

tracted for the erecting and equipping of a first-class elevator which will have three dumps.

Keller & Dowell, Bellefontaine, Ohio, recently remodeled their elevator, putting in new machinery and dumps and a feed grinding outfit.

W. S. Richey and Duncan Smith of Winchester, Ind., have purchased an elevator and flouring mill at Tipton which they take possession of January 15.

Dr. F. P. Lyons and U. W. Blue have purchased J. A. Crecraft's half interest in the elevator at Frankfort, Ind. The firm will continue to be known as Bert Miller & Co.

The Union Graiu & Hay Co., of Cincinnati, have decided to build their new elevator at Sixth and Carr streets of steel and corrugated iron instead of concrete as was contemplated for a time.

W. G. West has sold his elevator at Attica, Ind., to J. F. Rodman & Co., of Lodge, Ill. Mr. West still owns an interest in the elevator at Aylesworth and will continue to reside in Attica.

C. D. Davidson, who recently completed an elevator at Sheldon, Ind., has also completed one at Uniondale that enables him to handle his share of the corn crop in that section in good shape.

The Thierwachter Elevator and Mill Company of Oak Harbor, Ohio, has been incorporated with \$20,000 capital stock by George Thierwachter, C. C. Bleckner, C. C. Zimmerman, August Horn and Minnie Thierwachter.

The Braun & Kipp Company, grain and hay dealers, Sixth and Evans streets, Cincinnati, Ohio, have purchased the site of their present location, on which they will erect a three-story grain elevator, with sheet iron exterior. It will hold ten car loads.

Burglars broke open the safe in the grain elevator office of the Folsom, Ward Co., 137 Train street, Cleveland, Ohio, and secured about \$60. They entered the building by crawling up a long, dust-laden chute in the elevator, which in itself was no pleasant nor easy undertaking.

John Wickenheiser, a Toledo, Ohio, alderman, has purchased a line of elevators on the Nickel Plate Railroad at Broughton, Latty, Goodwin and Melrose. He will open an office in the Produce Exchange Building about the middle of this month and expects to gradually add to his elevator holdings.

IOWA.

A co-operative elevator will probably be built at Hansell, Iowa.

The Western Elevator Co. has closed its elevator at Buckeye, Iowa.

The new elevator at Hutchins, Iowa, was completed last month.

Davis & Anderson have completed their elevator at Pacific Junction, Iowa.

The Minnesota & Western Grain Co. has closed its elevator at Struble, Iowa.

Will Southall is preparing to erect a new elevator on the Great Western at Irwin, Iowa.

The Kinsella Grain Co. are building an addition 16x24 to their elevator at Blencoe, Iowa.

The Western Elevator Co. are now doing business in their new elevator at Doris, Iowa.

The Great Western Cereal Co. will replace its burned elevator at Fort Dodge with a larger one.

St. John & Rohrbacher have installed a corn and cob grinding mill in their elevator at Janesville, Iowa.

It is reported that Beckman & Schroeder of Emmetsburg, Iowa, will build an elevator at Armstrong.

Frank Turner has sold his elevator at Fonda, Iowa, to the McFarlin Grain Co. C. J. Phillips will manage it for them.

The Central Grain & Feed Co. of Hedrick, Iowa, has purchased a feed mill and storage room from the Morrison Milling Co.

It is reported that the Cerro Gordo Elevator Co. will erect an elevator at Florence, Iowa. A farmers' elevator company is also being formed there.

M. J. Hart has purchased the elevator at Waterloo, Iowa, and will add it to his livestock business. Andy Grinsgard continues in charge of the elevator.

S. E. Kurtz of Sac City has associated himself with A. E. Cook of Odebolt, Iowa, under the name of the Iowa Grain & Mfg. Co. They will operate the elevator recently purchased from the Odebolt Grain & Live Stock Co.

Savage Bros. of Adair, Iowa, recently completed remodeling their elevator which now has capacity for 35,000 bushels. Its equipment includes an 18 horsepower Olds Gasoline Engine, corn sheller, corn

cleaner, seed cleaner, hopper scales, etc. They handle timothy seed and all kinds of grain and do business the year round.

Klemme Bros., Dows, Iowa, have discontinued the buying of live stock and will devote all their attention to the grain, coal and lumber business.

The Marshall Grain Co., operating the elevator at Roland, Iowa, with F. E. Plum as agent, closed down last month on account of the poor quality of corn thereabouts. This elevator was formerly one of the old Kansas City houses.

The farmers of Florence, Iowa, on the Great Western, have organized an elevator company. They purchased the elevator of O. T. Sidwell, who becomes secretary of the new company. They will also handle coal, and perhaps livestock.

The Neola Elevator Company of Chicago last month closed deals for the purchase of thirty-one elevator stations on the lines of the Milwaukee railroad in Iowa. Of these twelve were purchased from Pease Bros., who also own the Iowa Elevator Company, and nineteen from the McFarlin Grain Company. The stations purchased from Pease Bros. are located on the Des Moines & Northern division of the Milwaukee at the following points: Adaza, Juniata, Lavina, Rands, Sac City, Storm Lake, Ortonville, Varina, Grimes, Granger, Waukeee and Rider. The effect of this sale will be the removal from Des Moines to Minneapolis of the offices of the Iowa Elevator Company, which were maintained there because of this line of elevators. The stations purchased from the McFarlin Company are located at Fonda, Jolley, Lohrville, Churdan, Farlin, Jefferson, Cooper, Herndon, Yale, Panora, Linden, Templeton, Boone, Luther, Madrid, High Bridge, Granger, Rider and Campbell. The transfer included, besides eighteen first-class country stations, the large transfer and cleaning plant located at Madrid. The sale of this line does not put the McFarlin Company out of business, as it still has a number of stations throughout the state.

MINNESOTA.

S. E. Adams has raised his elevator at Monterey, Minn.

James F. Whallon has gone out of the grain business at Minneapolis, Minn.

The Monarch Elevator at Stewart, Minn., is now being operated by electricity.

E. G. Merchant is in charge of Danielson's new elevator at Lake Park, Minn.

Wm. Siems expects to build a grain elevator at Swanville, Minn., next spring.

The Farmers' Elevator Co. of Beltrami, Minn., closed its elevator on Dec. 23.

John Pleine of Kellogg, Minn., began doing business in his new elevator last month.

The large new elevator for the Empire Mill at New Ulm, Minn., is now all inclosed.

The Jameson-Havener Co.'s new elevator at St. Paul, Minn., was completed last month.

The merchants and farmers of Wanda, Minn., contemplate the erection of an elevator.

The Independent Elevator Co. has closed its house at Glyndon, Minn., for the winter.

The farmers are talking of organizing a co-operative elevator company at Ellendale, Minn.

The elevator at Castle Rock, Minn., was opened last month after a shut down of six months.

The Rothsay Elevator Co. of Rothsay, Minn., will build an elevator at Lawndale in the spring.

H. M. Babcock is erecting an elevator at Lester, Minn., making the third new elevator there.

The elevator at Skyburg, Minn., has been improved and a larger engine and a feed mill installed.

Farmers and business men at Wilmett, Minn., are talking of organizing a co-operative elevator company.

A new office and engine room has been built in connection with the Interstate Elevator at Holloway, Minn.

The Farmers' Elevator Co., St. Peter, Minn., have rented the Braun elevator and flour exchange for six months.

The new Monarch Elevator at Brainerd, Minn., has been completed, but may not be put into operation this season.

The Henry Rippe Grain Co. of Fairmont, Minn., has purchased a warehouse at Grand Meadow, which it will use to store flour.

The stockholders of the Farmers' Mercantile & Elevator Co., Mazeppa, Minn., held their annual meeting last month. D. L. Phillips was elected presi-

dent and T. J. Martin, secretary. The shares are said to be worth 50 per cent above par.

Hubbard & Palmer's elevator at Luverne, Minn., is selling considerable shelled corn from Nebraska.

Hills, Minn., once had a farmers' elevator and now the building of another one is being talked of.

The W. L. Luce Grain & Seed Co. of Minneapolis has amended its articles of incorporation and become the Phoenix Loan & Investment Co.

The business men of Evansville, Minn., are preparing to erect a 20,000-bushel elevator, they having organized an independent grain company.

The Monarch Elevator Co. intend making improvements in their elevator at Wadena, Minn., including the installation of a gasoline engine.

The Imperial Elevator Co. has recently materially improved its elevator at Owatonna, Minn., and arranged storage room for handling Minneapolis flour.

The Farmers' Elevator Co., LaFayette, Minn., have purchased and taken possession of the Security Elevator. M. J. Hedren has been engaged as buyer.

The Farmers' Elevator at Pine Island, Minn., which was recently moved to a new site, has built a new brick engine house and made other improvements.

The Washburn-Crosby Co. of Minneapolis have applied for the bonding of a second tank of 100,000 bushels in order that they may increase their supply of Canadian wheat which they grind for export.

The Coe Commission Elevator Co. of Minneapolis has been incorporated with a capital stock of \$250,000. The officers are as follows: President, Wm. P. Berry; vice-president, Albert Dollenmayer; secretary, Amos C. Martin; treasurer, H. L. MacRae. The company has purchased an elevator which was erected during the past season on the Iowa and Minneapolis division of the C. M. & St. P. Ry. at Forty-second street south. Firms doing business on the new independent exchange intend to handle their grain through this house.

MISSOURI, KANSAS AND NEBRASKA.

The J. H. Hamilton Co. is a new grain firm at Colon, Neb.

The farmers now have a grain warehouse in operation at Thayer, Neb.

J. A. Snyder has purchased S. R. Wright's feed mill at LaBelle, Mo.

A. C. Davis & Co., Belleville, Kan., have installed a gasoline engine in their elevator.

Frank Gregg has purchased Erwin & Bund's grain business at North Cedar, Kan.

The Flanagan Mill & Elevator Co. are erecting a 100,000-bushel elevator at Rich Hill, Mo.

Dan Bourke of Weeping Water, Neb., has purchased John Tighe's elevator at Springfield.

The Farmers' Elevator at Harper, Kan., is now doing business under the management of F. M. Roberts.

M. W. Cardwell, who has been running a feed store at Osage City, Kansas, is erecting a grain elevator on the Santa Fe.

The Coöperative Elevator Co., Coats, Kan., are doing a good business at their elevator. An office room 16x24 is being completed.

The Inman Milling Co., Inman, Kan., will at once erect an elevator on the Rock Island right-of-way. They have no switch to their mill.

S. J. Thompson of Holton, Kan., recently completed an 18,000-bushel elevator at Hoyt. It has a 10-horsepower gasoline engine, corn sheller, etc.

I. Grecian has been succeeded as manager of the Marshall Mill & Elevator Co. at Marshall, Mo., by John Fristoe. He will go into the grain business for himself.

The Kansas City Seed & Grain Co. of Kansas City, Mo., has been incorporated with a capital of \$2,000, by J. S. Reynolds, A. J. Poor, J. E. Reynolds and F. Poor.

S. Root, proprietor of the grain elevator at Vliets, Kan., made an assignment last month and Geo. F. Walker was appointed receiver. The principal creditors are farmers.

The Grant W. Kenny Grain Co., Kansas City, Mo., has been incorporated with a paid-in capital of \$35,000. The incorporators are Grant W. Kenny, J. Sidney Smith, Edith P. Kenny, Gertrude C. Smith and others.

W. T. Kemper has purchased the Missouri Elevator on the C. & A. at Kansas City, from the Moore Grain & Elevator Co. Mr. Kemper, it is stated, will operate the house in connection with the New York exporting firm of A. A. Fowler &

Co., who are represented in Kansas City by Bruce Inman.

The Parkville Grain Elevator Co. of Parkville, Mo., has been incorporated with a capital stock of \$7,500, by H. B. McAfee, C. P. Breen, J. W. Stephens, S. F. Wilson and H. C. Beller.

The Conrad Grain Co. is now doing business at Wood River, Neb., giving that town three elevators besides the scoopers. They are building a feed mill to be run in connection with their elevator.

Farmers in the vicinity of Memphis, Neb., were recently compelled to suspend corn shelling because the elevators of Railback Bros. and the Duff Grain Co. were full and no empty cars were to be had.

The Farmers' Grain & Elevator Co. of Virginia, Neb., will at once erect an 8,000-bushel elevator. Their present elevators there were recently filled and being unable to get cars, they had to refuse to receive any more grain.

Samuelson & Nelson, Hiawatha, Kan., have completed the enlarging and rebuilding of their old elevator which was recently moved to a new site. A power shovel will be put in and grain from their other elevators will be handled through this house.

Railback Bros., who have been in business at Ashland, Neb., for 20 years, have just completed an elevator 40x50 feet, 75 feet high, having 21 bins capable of holding 80,000 bushels. This plant will be used in connection with their elevators at Greenwood, Memphis, Ithaca and Malmo, Neb.

A branch of the Farmers' Coöperative Grain & Livestock Association has been organized at Minden, Neb. Stock is being sold for the purpose of erecting an elevator. The publisher of a farm paper at Omaha and a representative of a Chicago firm that makes a specialty of receiving farmers' shipments are stirring up the farmers in many parts of Nebraska and urging them to organize branches of the above concern. It is reported that such branches are being organized at Edgar, Brainard, Filley, Kearney, Cozad, Hildreth, Hastings, Upland, Glenwood and Arapahoe. A meeting of those interested in this association has been called for January 22 at Lincoln.

SOUTH DAKOTA.

Another elevator is in prospect for Vermillion, S. D.

The Northwestern Elevator at Plana, S. D., has been closed.

The Canton Grain Co. has completed its fine new elevator at Canton, S. D.

The elevator at Strandness, S. D., handles coal and wood and operates a power wood saw.

The Sioux Elevator Co. are erecting an elevator at Parkston, S. D., 29x29 feet, and 40 feet high.

The Farmers' Elevator and Supply Co. is being organized at Gary, S. D. O. P. Dahle is temporary secretary.

David Rangust has purchased Jos. Schmitke's interest in the grain firm of Hofer & Schmitke at Emery, S. D.

The Crown Elevator Co. has a new 10,000-bushel elevator at Orient, S. D. It has a modern equipment of gas engine, dump scales, etc.

The Reliance Grain & Feed Co. are reported to have gone out of business at Aberdeen, S. D., as have also O'Hara & Nagle, grain dealers.

A new town called Midway, S. D., is to be established in the spring, half way between Madison and Winifred. Farmers are organizing the Midway Elevator Co. to build an elevator there.

NORTH DAKOTA.

Souris, N. D., is said to be badly afflicted with scoop shoveler.

The Duluth Elevator at Grandin, N. D., has been closed for the season.

The Woodworth Elevator at Flaxton, N. D., has been closed for the season.

Material is on the ground for the erection of a new elevator at Melville, N. D.

The money drawer of the Dakota Elevator at Fessenden, N. D., was robbed of \$32.

The Minneapolis & Northern Elevator Co. have closed their elevator at Ardoch, N. D.

The Farmers' Elevator Co. has purchased the Stewart Elevator at Church's Ferry, N. D.

The elevators at Mannhaven, N. D., have had to be enlarged to meet the demands of that market.

All the elevators at Drake, N. D., are closed except the Royal, which will remain open all winter.

John Sonstelie has purchased John Solberg's flat house at Edmore, N. D. The latter contemplates

the purchase of the Heising Elevator at Church's Ferry.

The Minneapolis & Northern Elevator Co. has installed a grain cleaner in its elevator at Harwood, N. D.

E. G. Burgess is operating a power wood sawing outfit in connection with his elevator at Edmore, N. D.

Power's Elevator at Hesper, N. D., was completed last month. Ed. Morris of New Rockford has charge of it.

At Goodrich, N. D., four elevators and two warehouses are buying grain and all are said to be doing a good business.

The Dakota Elevator Co.'s new elevator at Fessenden, N. D., completed last month, is said to be a model house. It is 30x36 feet, cribbed 56 feet high, and has a capacity of about 45,000. The warehouse adjoining is 30x50 feet, the engine house and office 12x30 feet, and the coal shed 16x40 feet. The machinery is operated by an 8 horsepower Fairbanks-Morse Gasoline Engine.

SOUTHERN.

C. C. Ferguson continues the grain and coal business of Jones & Ferguson at Hereford, Texas.

The firm of Isaacks & Smith has succeeded L. A. Isaacks in the grain business at Cleveland, Texas.

The Acme Mills & Elevator Co., Hopkinsville, Ky., contemplate erecting a 75,000-bushel elevator.

A grain elevator near the M. & O. dock at Mobile, Ala., has been leased by a northern grain firm and will be placed in operation this month.

The Terrell Grain & Mercantile Co., Terrell, Texas, has been incorporated with a capital stock of \$25,000 by M. A. Joy, M. J. and T. A. Kavanaugh.

The Rorer Mill & Elevator Co. of Shawnee, Okla., has been incorporated with a capital stock of \$25,000 by W. W. Jackson, J. O. D. and C. L. Rorer.

The Reeves & Roane Grain Co. of Caldwell, Texas, has been incorporated with a capital stock of \$15,000, by Wm. Reeves and J. M. Fagan of that place and C. O. Roane of Dallas.

The E. B. Greathouse Grain Co., Temple, Texas, is a recent incorporation with a capital stock of \$5,000. E. B. Greathouse, E. B. Sanford and John A. Greathouse are the incorporators.

Smith & Moss, Medford, Okla., have purchased Perry Spencer's grain office and moved it to their elevator. They have been making a number of improvements around their elevator.

A firm at Dallas, Texas, of which W. W. Adair is a member, is erecting a warehouse 40x110 feet at Pearl street and Pacific avenue to accommodate its wholesale and retail grain business.

The Mayfield Grain Co. of Tyler, Texas, has been incorporated with a capital stock of \$125,000. The incorporators are J. B. Mayfield, M. N. Davidson, M. G. Mayfield, E. B. Mayfield and L. K. Martin.

The Carolina Feed & Fuel Co. was organized at Greensboro, N. C., last month and the following officers elected: President, Lee H. Battle; vice-president, J. L. Ferguson, jr.; secretary and treasurer, E. R. Carter. The company is capitalized at \$25,000, principal office to be at Greensboro, with branch offices in Louisville, Ky., and Cincinnati, Ohio. They will deal in hay, grain, feed, flour and coal.

CANADIAN.

W. S. Morgan continues the grain business of Morgan Bros. at Hamilton, Ont.

The Ogilvie Flour Mill Co. will next spring erect a 500,000-bushel elevator at Fort William, Ont.

It is reported that King & Co.'s cleaning elevator at Port Arthur, Ont., is to be still further enlarged and improved.

J. F. Greenway has a newly completed 35,000-bushel elevator at Crystal City, Man. This gives that town five elevators.

The Farmers' Elevator Co. will erect a 70,000-bushel elevator next summer on the Canadian Northern at Hartney, Man.

The steamer I. W. Nicholas has loaded 140,000 bushels of wheat at elevator at Fort Williams, which it will hold in store during the winter.

A. Cavanaugh, after an absence of four years in Toronto, has returned to Winnipeg and opened a grain office at room 248 Grain Exchange Building.

The Underhill Farmers' Elevator Co., Limited, of Underhill, Manitoba, have given notice of their intention for incorporation with a capital of \$20,000.

The contract for the entire equipment of elevating, conveying and power transmission machinery, amounting to several hundred tons, for the million-

bushel elevator now under construction in Montreal harbor, has been awarded to Dodge Manufacturing Co. of Toronto.

It is reported that the Canadian Pacific have decided to add to their elevator accommodation at Port Arthur, and that H. E. Vautele, engineer of bridge work, is engaged on the specifications for a 400,000-bushel elevator of steel and concrete construction, bringing the capacity at that point up to 2,000,000 bushels.

Wight & Esdaile of Montreal inform us that our item last month saying they had dissolved partnership, is somewhat misleading. They say: "On the death of Mr. R. Ernest Wight, which occurred on the 9th of November, our firm was dissolved but immediately afterwards a new partnership was formed under the name of Wight & Esdaile, composed of Mr. C. B. Esdaile and Mr. Norman Wight, to continue the business of grain and freight brokers in Montreal."

From September 1 to the close of navigation the receipts at Fort Williams by C. P. Ry. elevators were 14,490,424 bushels as against 12,008,235 bushels last year. The foregoing figures represent what went into the elevators. Out of this quantity 14,768,912 bushels went out of the elevators into the steamers, against 12,085,731 last year. The quantity marketed in C. P. R. establishments in the northwest aggregate 22,945,863 bushels, as against 18,191,003 last year. These figures are the biggest that have been reached.

CROP REPORTS

Good rains in California have raised the hopes of grain growers for a good season.

The wheat acreage in Oklahoma and Indian Territory is said to be large, with conditions promising.

The latest report of the weather bureau says that conditions for winter wheat and rye in Illinois are favorable.

Less wheat was sown in Washington this fall than for many years. Last season much wheat was winter killed and had to be re-seeded in the spring.

George M. Randall, secretary of the Southern Kansas Millers' Club, estimates the acreage of winter wheat in the state at 6,200,000 acres. Prospects are excellent.

Wisconsin state report on corn says that only one-third of the crop is marketable. The average yield of coarse grain was: Corn, 30 bushels; oats, 42 bushels; barley, 35 bushels.

The Nebraska state report on winter wheat says: "The winter wheat section entered the winter in the best condition in the history of the state and the fall seeding made rapid progress and vigorous growth during the wet, warm November and early December."

Missouri stands first in the United States in the average yield per acre of corn this season. The average yield per acre is just forty bushels. The highest average yield previous to this season was thirty-eight bushels in 1895. Then the total product was 250,000,000 bushels. This season the total yield was 307,300,000 bushels.

The December report for Missouri, issued January 3, says that in some sections wheat was damaged by the severe weather during the latter part of the month. In some of the southern counties the early sown wheat has been considerably injured by rust and fly. Except during the last few days of the month when the ground was frozen, the weather was very unfavorable for corn gathering, and a considerable portion of the crop is still remaining in the fields, especially in the central and northern sections.

The final report of the Iowa weather and crop bureau places the corn crop of the state at 290,950,230 bushels, valued at \$83,432,708; oats, 92,907,9 bushels, valued at \$22,297,910; wheat, 13,532,840 bushels, valued at \$7,062,640; barley, 15,380,940 bushels, valued at \$5,075,710. The average yield per acre of corn is estimated at about thirty-four bushels. A large number of acres of corn, nearly 1,000,000, were destroyed by the floods in the spring. The corn actually gathered is not nearly all marketable. In the northern section of the state (thirty counties) the sound and marketable corn is estimated at 29 per cent; in the southern section (thirty-one counties) it is estimated at 64 per cent. For the state as a whole 47 per cent is considered marketable and 53 per cent unmarketable. The local price of the sound corn is about 35 cents a bushel; the average feeding value of the soft corn is estimated at 22 cents a bushel. Last year the corn crop was 227,000,000 bushels, and the value \$113,000,000; the preceding year, 345,000,000 bushels; value, \$93,000,-

000. The oat crop suffered greater damage from the excessive rainfall than any other crop. The reports indicate an average of about thirty-one bushels to the acre from the portion of the crop that was thrashed. The average value of the crop at the local markets appears to be 24 cents per bushel. Last year's crop was valued at \$40,209,000.

The report of the Ohio Department of Agriculture, dated January 1, says that the condition of corn in the crib is 80 per cent compared with an average, while the condition of corn in shock is 70 per cent compared with an average. About 20 per cent is still unhusked. Corn was late in maturing, was damaged by frost and wet weather, consequently a great deal was unmerchantable and is being fed up. Where the greatest care was not exercised in sorting for the crib, the result is shown in the appearance of mold, which is having its effect in reducing the general condition of corn in the crib. Growing wheat is more promising than for a number of years.

The December crop report issued from the weather bureau January 3 is devoted to the condition of winter wheat. In the principal winter-wheat states the month averaged cold, with more than the usual amount of precipitation. The temperature conditions were, however, not unfavorable to winter wheat until the last ten days, when the states of the upper Mississippi and Missouri valleys experienced temperatures ranging from zero to 28 degrees below. During this period the Ohio valley states were generally well protected with snow covering, but in the central Mississippi and lower Missouri valleys the crop was exposed. Only slight damage, however, seems to have resulted, and at the close of the month the crop appears to be very promising. Complaints of injury by fly are not extensive, and are largely confined to the Ohio valley.

The report of the Illinois Department of Agriculture says the corn crop of the state is a record breaker. This is true both as to yield and total value of the crop. The increased acreage is quite evenly distributed over the state, the total area amounting to 8,199,000 acres, an increase over 1901 of over 121,000 acres. The average yield per acre of 39 bushels is considerably above the average for a

term of years, and has been exceeded but three times in the crop-reporting history of the state. In Northern Illinois the yield was 36 bushels per acre, in Central Illinois 45 bushels, and in the Southern division of the state 31 bushels. The corn crop of the northern grand division amounted to 114,957,000 bushels; that of the central division 161,093,000 bushels, and of the southern division 44,927,000 bushels, the crop for the entire state aggregating 320,977,000 bushels, an increase of more than 15,000,000 bushels over the crop of 1879, which has heretofore been the banner crop of the state. Although the average price per bushel of 35 cents is considerably less than received last year, it is nevertheless above the average and the total value of the crop at this price is \$114,217,000, by far the most remunerative corn crop ever raised in Illinois. While correspondents generally report a great deal of soft corn, or else light and chaffy, their reports, when reduced to figures, do not indicate such a poor quality of grain as their remarks. In Northern Illinois the quality of corn compared to an average is 83 per cent. In Central Illinois 96 per cent, and in the southern division of the state 94 per cent—a state average of 91 per cent. In many sections of the state the wet weather has delayed harvesting, and the corn exposed to the weather has necessarily deteriorated in quality.

OUR CALLERS

[We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month.]

N. Plump, Streator, Ill.
T. J. Knott, Massena, Iowa.
Thomas Moore, Sturgis, S. D.
M. Knedler, Prairie View, Ill.
C. J. Bender, Warrenhurst, Iowa.
G. M. Robinson, President Charter Gas Engine Co., Sterling, Ill.

OFFICIAL ANNUAL FIGURES OF WHEAT, CORN AND OATS.

Washington, Dec. 30.—Final returns to the statistician of the Department of Agriculture from regular and special correspondents, supplemented by reports of special field agents, show the acreage, production and value of the principal farm crops of the United States in 1902 to have been as follows:

Acreage.	Production.	Farm-value	Acreage.	Production.	Farm-value
	Dec. 1, 1902.			Dec. 1, 1902.	
Corn	2,253,648,312 bu.	\$1,017,017,349	Rye	1,978,548	33,630,592 bu.
Winter wheat	411,788,666 bu.	266,727,475	Buckwheat	804,889	14,529,770 bu.
Spring wheat	258,274,342 bu.	155,496,642	Potatoes	2,965,587	284,632,787 bu.
Oats	987,842,712 bu.	303,584,852	Hay	39,825,227	59,857,576 tons.
Barley	134,954,023 bu.	61,898,634	Flaxseed	3,739,700	29,284,880 bu.

The acreage and production of winter and spring wheat, corn and oats by states follow:

	Winter wheat acreage	Winter wheat prod. bu.	Spring wheat acreage	Spring wheat prod. bu.	Corn acreage	Corn production bu.	Oats acreage	Oats production bu.
Maine .....	.....	.....	8,383	212,090	14,063	305,167	116,461	4,541,979
New Hampshire .....	.....	.....	.....	.....	28,761	670,131	11,934	417,690
Vermont .....	.....	.....	1,725	32,430	57,718	1,258,252	77,780	3,111,200
Massachusetts .....	.....	.....	.....	.....	46,670	1,460,771	6,516	209,815
Rhode Island .....	.....	.....	.....	.....	10,322	293,145	1,722	62,336
Connecticut .....	.....	.....	.....	.....	52,434	1,651,671	10,181	351,244
New York	478,196	8,033,693	.....	.....	645,230	16,130,750	1,324,564	52,982,560
New Jersey	106,004	1,696,064	.....	292,770	10,100,565	67,854	2,184,834	.....
Pennsylvania	1,558,745	24,628,171	.....	.....	1,486,383	53,658,426	1,233,868	45,036,182
Delaware	108,660	1,792,890	.....	.....	187,134	5,239,752	5,024	113,542
Maryland	757,090	11,129,223	.....	.....	628,982	20,379,017	42,132	1,124,924
Virginia	637,806	3,365,494	.....	.....	1,879,348	41,345,656	222,074	3,886,295
North Carolina	576,558	3,055,757	.....	.....	2,706,682	37,622,880	238,143	3,024,416
South Carolina	267,673	1,498,969	.....	.....	1,825,337	18,998,705	216,541	2,836,687
Georgia	284,531	1,707,186	.....	.....	3,899,331	35,093,979	264,013	2,930,544
Florida .....	.....	.....	.....	.....	602,400	5,180,640	31,949	434,506
Alabama	105,486	632,916	.....	.....	2,764,717	23,223,623	212,857	2,320,141
Mississippi	3,488	27,904	.....	.....	2,144,225	24,658,588	117,419	1,808,253
Louisiana .....	.....	.....	.....	.....	1,342,781	16,784,762	34,932	530,966
Texas	959,253	8,633,277	.....	.....	5,539,187	44,867,415	896,869	20,807,361
Arkansas	246,801	2,245,889	.....	.....	2,378,171	50,655,042	252,420	5,048,400
Tennessee	840,381	6,050,743	.....	.....	3,337,047	73,081,329	186,071	3,219,028
West Virginia	356,264	2,743,233	.....	.....	774,061	20,512,616	85,614	2,448,569
Kentucky	807,692	7,511,536	.....	.....	3,336,791	90,903,357	259,396	5,758,591
Ohio	2,124,759	36,333,379	.....	.....	3,200,224	121,608,512	1,129,192	46,409,791
Michigan	1,056,114	18,693,218	.....	.....	1,333,099	35,193,814	1,011,031	40,340,137
Indiana	2,217,778	35,484,448	.....	.....	4,520,637	171,332,142	1,371,912	48,565,685
Illinois	1,821,337	32,601,932	.....	.....	9,623,680	372,436,416	4,070,303	153,450,423
Wisconsin	120,058	2,197,061	412,046	7,457,033	1,504,445	42,425,349	2,381,900	95,037,810
Minnesota .....	.....	.....	5,737,583	19,752,404	1,483,621	33,826,559	2,109,223	82,259,697
Iowa	80,401	1,407,018	1,094,490	13,462,227	9,302,688	297,686,016	4,063,138	124,738,337
Missouri	2,827,462	56,266,494	.....	.....	6,775,195	264,232,605	855,882	27,816,165
Kansas	4,162,965	43,294,836	232,354	2,532,659	7,451,693	222,805,621	941,168	31,529,128
Nebraska	1,895,362	43,972,398	629,788	8,754,053	7,			

THE EXCHANGES

The Winnipeg Grain Exchange held its annual meeting on January 14.

The Kansas City Board of Trade held no business sessions on Dec. 24th and 25th.

Chicago Board of Trade memberships have changed hands recently at \$3,650 net to the buyers.

Quotations from the Merchants' Exchange of Buffalo are now posted on the exchanges at Boston, New York and Philadelphia.

The Board of Trade Lloyds is proposed for Chicago by Wm. E. Smith and T. G. Hislop as soon as fifty underwriters agree to enter.

The directors of the Minneapolis Chamber of Commerce have suspended Edwards, Wood & Co. for 90 days on the charge of irregular practices.

The newly elected officers of the Kansas City Board of Trade entertained the members at an informal reception in the committee room on the afternoon of January 8.

Members of the Minneapolis Chamber of Commerce will vote on an amendment to its rules designed to eliminate the little discriminations which now exist against non-resident members.

The Board of Trade of Indianapolis, Ind., resumed the grain call on January 2, which was dropped in 1897. Much interest was displayed in it and it promises to be the principal feature of the Board.

Members of the Duluth Board of Trade celebrated the last session of the old year by having an orchestra in the gallery and cutting up all kinds of capers. They then adjourned until the following Monday morning.

On the afternoon of December 31 the members of the Independent Grain and Stock Exchange of Minneapolis and their friends were entertained for two hours by a fine program arranged by the Twin City Theatrical Exchange.

Members of the Chicago Board of Trade will vote on an amendment to the rules proposed by the directors, for raising the fee for transferring memberships from \$25 to \$100. The annual membership dues has been fixed again this year at \$50, payable on or before March 1.

The Chicago Board of Trade's committee on rules has declined to formulate a rule covering disagreements between members where a buyer has refused to accept grain because of delay on the part of western roads in delivering cars. The committee considered conditions too variable to make it advisable to formulate a set rule.

While Chicago Board of Trade clearings for 1902 were \$83,590,000, \$9,000,000 larger than for 1901, showing a good increase in business for the year, the clearings for the last few months show a marked falling off, and the December comparison is a strong proof of the general lack of outside interest in grains. The clearings were \$4,797,592.50, compared with \$11,787,750.50 in December, 1901.

ANNUAL ELECTION AT TOLEDO.

The following is the result of the annual election of the Toledo Produce Exchange held on January 5: President, Leroy S. Churchill; first vice-president, Otis Beverstock; second vice-president, Thomas A. Taylor; secretary, Archibald Gassaway; treasurer, Fred W. Jaeger.

Directors.—William H. Bergin, Frank I. King, William H. Moorehouse, Frederick J. Reynolds, Charles S. Burge, Charles L. Cutter, Julius J. Coon, Fred O. Paddock, Ernest W. V. Kuehn, William R. Worts.

Committee of Arbitration.—Arthur L. Mills, James Blass, Chas. Stager, William H. Haskell, Henry W. De Vore, William E. Brigham, Henry Cratz.

Committee of Appeals.—Avery W. Boardman, Daniel W. Camp, Zebulon H. Travis, Charles L. Reynolds, William E. Cratz, Edwin N. Crumbaugh, Alphonse Mennel, Albert B. Cutter, George B. McCabe, Fred Mayer, David E. Parsons.

ANNUAL ELECTION AT CHICAGO.

The Chicago Board of Trade held its annual election on January 5. There was no opposition to the head of the ticket and while considerable interest was manifested in the election and a large vote polled, it passed off very quietly. Mr. Reuben G. Chandler of R. G. Chandler & Co., who only accepted the nomination for president after much urging, was elected by a total of 960 votes, succeeding Wm. S. Warren, who becomes a director. W. L. Gregson becomes first vice-president and H. M. S. Montgomery was elected second vice-president by 981 ballots.

The choice for directors was W. S. Warren, Robert Bines, George W. Patton, John B. Adams, and Emil W. Wagner. The vote for W. S. Warren was 794, the best of any director. All but one director on the regular ticket was elected. J. B. Adams had the second highest vote, 612. Emil W. Wagner, on the opposition, had the third vote, 606. Robert Bines secured 539 and George W. Patten 513 votes.

Committee of Appeals—William G. Sickel, Harry B. Shaw, Charles B. Pierce, Louis G. Squire, William Hood.

Committee of Arbitration—William J. Nye, Benjamin R. Brown, Frederick P. Hanson, John B. Kilpatrick, Adolph Gerstenberg; to fill vacancy, William G. Husband.

On January 6 the directors adopted a set of resolutions complimentary to retiring President Warren, thanking him for his unwavering integrity and fidelity in upholding the highest ideals of mercantile conduct in the policy and legislation of the Board during his three successive terms as president.

ANNUAL ELECTION AT KANSAS CITY.

The Kansas City Board of Trade held its annual election on January 6. The election was a heated though friendly contest. Out of a possible less than 200 votes, 161 ballots were cast. The following were elected:

President, B. C. Christopher; first vice-president, W. A. Moses; second vice-president, W. C. Goffe.

Directors—F. A. Talpey, A. L. Ernst, J. A. McLiney, H. F. Hall, A. J. Poor, R. J. Thresher.

Arbitration committee—John Sellon, R. P. Hamm, W. H. Slater, F. E. Essex, P. F. Lucas.

B. C. Christopher, the new president, has been on the board almost ever since it was established. He is head of the firm of B. C. Christopher & Co., one of the biggest in the Kansas City market. He was a marked favorite among the voters, receiving the largest majority ever given a man for that place. Mr. Moses was formerly second vice-president and was promoted as is the custom. Mr. Goffe is of the firm of Goffe, Lucas & Carkener, which same firm is further represented on the arbitration committee.

FIRES--CASUALTIES

One of the elevators at Alden, Kan., was burned recently.

Fire destroyed the elevator at Woodruff, Ill., on the morning of January 2.

James Mathews' elevator at Round Grove, Ill., was closed recently on account of a break in the machinery.

Fire in the Farmers' Elevator at Morris, Minn., December 27 was extinguished before any damage was done.

The wheat bin in the elevator of the Hooper Roller Mills at Hooper, Neb., gave way December 31 and caused some damage.

Water in the pit of the Great Western Elevator Co.'s house at Hanska, Minn., recently caused a suspension of operations.

A grain house at Newton, Ill., owned by John Hauching, was burned January 4. The fire started in the Evans Hotel also owned by Mr. Hauching. His loss was \$4,000.

The Alair and Powers Elevator at Brinsmade, N. D., was burned recently. The house contained about 7,000 bushels of wheat and 6,000 bushels of flax. It was insured for \$3,200.

Sparks from a passing locomotive caused a fire which destroyed the elevator of Hall & Robinson at Frederick, Kan., December 30. The building contained about 4,000 bushels of wheat.

The elevator at Florence, Ia., was burned recently. The house was formerly owned by a Mr. Sidwell, but had just been purchased by the Cerro Gordo Grain Co. of Des Moines. The cause of the fire is unknown.

The Pacific Coast Elevator Co.'s warehouse at Barnhart, Ore., was recently destroyed by fire. The blaze was caused by a spark from a passing engine and resulted in a loss of \$10,000, covered by insurance.

Gold & Co.'s elevator at Big Stone City, N. D., was destroyed by fire December 22. The fire started in the engine room during the temporary absence of the engineer and when discovered had gained great headway. The elevator had a capacity of 30,000 bushels and was valued at \$3,300. It was insured for \$1,500. The house contained 7,000 bushels of

wheat and 8,000 bushels of oats. The grain was insured. Gold & Co. will rebuild at once.

Several buildings at Knoxville, Tenn., were burned December 22. Among those burned out were the Shanklin Grain Co., whose loss on stock and building was \$15,000, partially insured.

Fire in the engine room of S. H. Grannis' elevator at Mankato, Minn., December 16 caused a loss of \$100, fully insured. The fire was started by gasoline that had been spilled on the floor becoming ignited.

The Drennan Elevator at Aline, Okla., was totally destroyed by fire recently, together with six cars of grain. The loss was placed at \$7,000, with some insurance. This is the second elevator burned on this site.

The elevator at Pisgah, Ia., owned by W. C. Calhoun of Franklin, Ill., was completely destroyed by fire December 28. The house contained 2,000 bushels of corn and the loss is placed at \$3,000. The origin of the fire is unknown.

The warehouse and feed store of Botzum Bros. at Akron, Ohio, was burned December 31. The building contained large quantities of grain and hay, the total loss being between \$13,000 and \$14,000, with insurance of \$7,000.

The elevator of Charles Cox at Haverhill, Mass., was damaged as the result of a wreck on the B. & M. R. R. December 23. A box car was knocked into the elevator and demolished a portion of the walls and foundation of the structure.

Elevator B of the Canadian Pacific Railway at Ft. William, Ont., was threatened by fire recently. The dock between the house and the new Elevator E caught fire and for a time it looked as though the blaze would spread to Elevator B.

The smoke stack on the new elevator of Railback Bros., at Ashland, Neb., was blown down January 6. The stack fell on a part of the cleaning machinery and wrecked it. The house was nearly completed and the accident will cause some delay.

The grain elevator of O. L. Means at London, Ind., containing 10,000 bushels of corn and 6,000 bushels of wheat was burned to the ground December 26. Mr. Means' loss was between \$8,000 and \$10,000 and his insurance on the building and machinery was only \$800. The grain was partially insured.

The Inter-State Elevator at Burt, Ia., owned by the Western Elevator Co., which burned at an early hour on the morning of December 12, contained 15,000 bushels of grain. The fire was discovered at 2 o'clock a. m. and the house was then beyond saving. The loss is placed at \$12,000, covered by insurance.

The National Elevator at Toledo, Ohio, owned by the National Milling Co., was damaged by fire January 1. The house was equipped with automatic sprinklers and these held the fire in check until the department arrived. The principal loss was from water and amounted to about \$15,000, fully covered by insurance. The mill, located about 50 feet from the elevator, was not damaged.

H. F. Bodecker's elevator at Bremer, Ia., was burned December 26. The fire was discovered at 3 o'clock p. m. The house was built in July, 1901, at a cost of about \$2,000 and contained machinery and grain valued at \$1,000. The building was insured for \$1,700 and some insurance was carried on the grain. Mr. Bodecker will rebuild in the spring and is now buying grain, the Iowa Elevator Co. having tendered him the use of their house.

One of the most destructive elevator fires of 1902 occurred December 31, when the big elevator in connection with the Great Western Cereal Co.'s mill at Ft. Dodge, Ia., was totally destroyed. The blaze was discovered at 5 o'clock p. m. and three hours later the structure was a mass of ruins. The fire started on the third floor, but the cause is unknown. The elevator was connected with the mill by a closed passage and by hard work the firemen prevented the flames spreading to the main building. The house was a three and one-half story building and had a capacity of 175,000 bushels of oats. It also contained a large amount of cleaning machinery. The fire caused the mill to suspend operations and Manager A. C. Heath does not think it will resume operations this winter. The total loss was placed at \$100,000, with insurance at \$20,000 on the building and \$30,000 on the grain and machinery. It is not probable that the elevator will be rebuilt before spring.

Elevator No. 3 of the Northern Central Railway, located on the water front at Canton (Baltimore), Md., was totally destroyed by fire December 31. The fire is reported to have started in the top of the house, presumably from friction. It was discovered at 10 o'clock p. m. by the watchman. He made an attempt to fight the flames, but was unsuccessful and turned in an alarm. The Baltimore County Fire Department responded and finding itself unable to cope with the blaze called on the Baltimore City Department for aid. An hour after the fire broke out the top of the elevator fell in and

at midnight the walls gave way. The only thing now left standing is the large stack of the engine-room, which is a few yards distant from where the elevator stood. Almost everything else in the immediate neighborhood is practically debris. Even the outside end of the iron ore pier has collapsed. Seven freight cars were burned and a number of boats and barges were quickly moved away from the burning building in order to save them from destruction. In summing up losses the heaviest is, of course, that upon the elevator building itself. This structure cost between \$375,000 and \$400,000 to build, including a lot of valuable machinery. The main portion of the piling beneath the building is probably intact, and with some other salvage may take from \$50,000 to \$100,000 from the loss on the building as represented in the cost of construction. With the grain the loss will probably be almost absolute, although amid the wreckage are great piles of half-consumed and in some cases almost untouched wheat, corn and rye. In the building at the time of the fire were about 225,000 bushels of wheat, 75,000 bushels of corn and 70,000 bushels of rye. The wheat at 77 cents, the present market rate, would amount to \$173,250; the corn at 52 cents would amount to \$38,000, and the rye at 56 cents would amount to \$39,200. The total value of the grain would, therefore, be about \$250,450. The grain was owned by a number of Baltimore firms and was insured. The insurance on the building was not given out for publication, but will probably cover the loss. The house will be rebuilt.

OBITUARY

Matthew J. Brown, who was engaged in the grain and feed commission business at Baltimore, died recently. Mr. Brown was not married and the surviving family consists of a mother and two sisters.

Benson Talbott died at the residence of his son, William H. Talbott, in Gaithersburg, Md., December 30, aged about 83 years. The deceased was formerly in the grain business at Washington, Md., but retired in 1870. A widow and five children survive.

George W. Barnett, at one time a prominent grain dealer of Galesburg, Ill., died December 16. The deceased was born in New York state about 72 years ago, but had been a resident of Galesburg since he was 20 years of age. He was at one time very wealthy, but met with reverses in 1900, due principally to ill health.

Henry Hy. Smith, secretary of the New Orleans Board of Trade, is dead. Mr. Smith was born in New Orleans and was educated in the public schools of that city. He was formerly secretary of the New Orleans Produce Exchange and when this body was merged into the Board of Trade he became secretary and treasurer of the new organization.

Luke Doyle, who was at one time in the grain trade at La Salle, Ill., died recently at his home in Dimmick, Ill. He was born in 1834 and came to this country seventeen years later. He engaged in the grain business at La Salle, afterwards becoming a farmer. At the time of his death he was largely interested in real estate. He is survived by ten children.

Francis M. Wilson, a grain dealer of Kansas City, Mo., died at his home in that city December 21 from complications growing out of a severe attack of pneumonia. Mr. Wilson, who was 44 years old, had been a resident of Kansas City for fourteen years and during the greater part of that time had been in the grain trade. Interment was at Wallsville, Kan. Mr. Wilson leaves a wife and two daughters.

Mathias Killion, a prominent grain merchant of Le Roy, Ill., died January 5 of cerebral hemorrhage resulting from a stroke of paralysis. Mr. Killion was born in Putnam county, Ind., in 1848. In 1888 he located in Mansfield, Ill., and engaged in the grain business, removing to St. Joseph in 1897. Four years later he moved to Le Roy and at the time of his death was buying grain at Fordwood, a station two miles west of Le Roy. Mr. Killion leaves a widow and six children.

Theodore Irwin, Sr., a prominent business man of Oswego, N. Y., died December 25 of heart trouble. Mr. Irwin was born at Sodus, N. Y., seventy-six years ago and located at Oswego when seventeen years old. Later he became a member of the firm of Doolittle & Irwin, millers. The firm name was subsequently changed to Doolittle, Irwin & Wright, and when the firm dissolved in 1864 Mr. Irwin engaged in the grain business with the Hon. Geo. B. Sloan, under the style of Irwin & Sloan. The firm built the Northwestern Elevator, which is still in operation, and did a large and profitable business up to 1884, when the partnership was dissolved. Mr. Irwin then devoted his attention to

banking and manufacturing, founding a number of important industries. His wife died about two years ago.

Thomas Bray Baker, president of the Western Elevator Company and a member of the council of the Winnipeg Grain Exchange, died suddenly December 7 at his residence in Winnipeg, Man. Mr. Baker was a native of Canada, having been born at Brantford, Ont., in 1855. He received a grammar school education and removed to Toronto, where he embarked on a mercantile career. In 1898 he located in Winnipeg and became identified with the grain trade. Mr. Baker's partner was Alexander Reid, the firm name being Baker & Reid. They acquired the elevators of the Canadian Northwest Elevator Company and added new houses to the original holdings from time to time. The firm was later incorporated as the Western Elevator Company, of which Mr. Baker became president. A widow and six children are left to mourn a loving and indulgent husband and father. The cause of death was heart failure superinduced by an attack of inflammation of the bowels.

COMMISSION

Weare & Leland of Chicago have opened an office at Bloomington, Ill.

E. A. Driver of the Chicago Board of Trade is spending the winter in California.

The Connery Grain Co. of Chicago has been succeeded by the Connery Commission Co.

Simpson & McDonald, Chicago, have removed from 181 La Salle street to the Rialto building.

Thomas B. Hunter, formerly with J. H. Wrenn & Co. of Chicago, is now with C. H. Canby & Co.

George Dobson has taken charge of the Herman, Minn., office of Edwards, Wood & Co. of Minneapolis.

L. W. McMasters, who has been with McReynolds, Chicago, has taken charge of the grain department of W. L. Beckwith.

Frank F. Dodge has assumed the management of the Boston office of Ennis & Stoppani of the Chicago Board of Trade.

The Ashland Stock and Grain Co. has opened a new office at Ashland, Ohio. Curtis Ritterhouse is in charge as manager.

Harriman & Co. is the style of a new grain and stock brokerage firm, with offices at 16 and 17 Law building, Toledo, Ohio.

L. P. Kizer has taken a position in the Decatur, Ill., office of the Weare Commission Co. as assistant to Manager B. Z. Taylor.

H. H. Peters of Bartlett, Frazier & Co., Chicago, left for California December 29 and will spend several months recuperating.

Joseph F. Jackson, who has had charge of the grain department of A. J. White & Co., Chicago, has gone with J. H. Wrenn & Co.

David A. Noyes, for the past seven years with the grain department of Finley Barrell & Co., Chicago, has become a member of the firm.

W. H. Martin who was in charge of the grain department of Lester, Kneeland & Co., Chicago, went with Spencer & Denniston on January 1.

John A. Rodgers, for thirteen years with Bartlett, Frazier & Co., Chicago, became associated with Lake & Leask of Chicago on January 1.

Noel S. Munn, for a long time with Norton & Switzer in the corn pit on the Chicago Board of Trade, has associated himself with W. L. Vance & Co.

C. H. Lester, who takes the interest of the Wright Estate in the firm of Nash, Wright & Co., has been elected to membership in the Chicago Board of Trade.

Frank H. Day, who has been with the Chicago firm of Lindman & Schreiner, has engaged in business on his own account under the firm name of Day & Co.

The Burlington Stock & Grain Co. of St. Louis has been incorporated with a capital stock of \$10,000 by J. E. Dauerheim, Elmer L. Collier and Morris I. Wohl.

E. P. and J. T. McLaughlin of Detroit, who are members of the Chicago Board of Trade, have opened an office at Seattle, Wash. They are on the Logan & Bryan wire.

The Grant W. Kenney Grain Co. of Kansas City has incorporated with a capital stock of \$35,000, fully paid, to do a general grain commission business. The incorporators are Grant W. Kenney, J.

Sidney Smith, S. Lichtig, Edith F. Kenney and Gertrude C. Smith. The new corporation succeeds Grant W. Kenney & Co.

George E. Fuller, formerly cash grain man for Bartlett, Frazier & Co., and later in charge of the Geddes shipping business, has returned to the former firm and will handle their cash corn.

The Coleman Commission Co. of Kansas City has incorporated to deal in grain, etc. The capital stock is \$3,000 and the incorporators are Mary B. Coleman, Rob't Coleman, Jr., and Garland M. Jones.

C. R. Massey, who has been Finley Barrell & Co.'s representative in the corn pit on the Chicago Board of Trade, has severed his connection with the house and will do business on his own account.

The Pearce Commission Co. of New York City has been incorporated with a capital stock of \$100,000 to deal in grain, hay and provisions. Alfred Pearce, John Parker and Samuel Scott are incorporators.

The Stockton Comission Co. of Baltimore has been incorporated with a capital stock of \$23,600 to do a grain and stock brokerage business. The incorporators are J. M. Stockton, R. E. Hoge and H. D. Rumel.

George W. Goble has become manager of the grain department of Lester, Kneeland & Co., Chicago, the connection dating from January 1. Mr. Goble was for a number of years with the West Shore Fast Freight Line.

The style of the Chicago commission firm of L. H. Manson & Co. has been changed to Fyfe, Manson & Co. The change took place January 1 when L. R. Fyfe, who has been special partner in the firm, became general partner.

Harry C. Simons is now representing Logan & Bryan on the floor of the Chicago Board of Trade, succeeding Phil Norcom, resigned. Mr. Simon was formerly with Carrington, Patten & Co. and Carrington, Hannah & Co.

John B. Scott has succeeded to the interests of W. R. Denniston and C. W. Gillett in the Chicago firm of C. H. Canby & Co. It will be remembered that Messrs. Denniston and Gillett retired to form the new firm of Denniston & Gillett.

Fred Mayer of J. F. Zahm & Co. of Toledo, Ohio, will leave that city with his family on January 20 for California, where he will make a two months' sojourn. During his absence the famous "Red Letter" will be done by F. W. Yaeger.

The Russell Grain Co. of Kansas City has been incorporated with a capital stock of \$7,500 to do a general grain, feed and commission business. The incorporators are Erskine B. Russell, Eliza B. Russell, James N. Russell, Wm. G. Ligget and Bert Sheldon.

The Weare Commission Co., whose headquarters are in the Old Colony building, Chicago, has opened a branch office at 3903 Cottage Grove avenue, Chicago. The new office has facilities for the prompt execution of orders on all the exchanges with which the house has connections.

Patrons of Karrick, Gray & Williams of Chicago received a wire from that firm on December 24, which read "Merry Christmas and Best Wishes." The responses to the wire in kind were so general that the Chicago firm attributes much of its Merry Christmas to those messages.

The E. Clemens Horst Co. has been incorporated under the laws of New Jersey with a capital stock of \$300,000 of which \$1,000 has been paid in. The incorporators are C. V. Childs, F. L. Palmer and C. O. Geyer. The New Jersey Registration and Trust Co. of East Orange is state representative.

Walter Comstock, who was junior member of the firm of Schwartz, Dupee & Co. at the time the house went out of business, has commenced business in the office formerly occupied by Norton & Switzer, Chicago. Richard Sylvester goes with Mr. Comstock. Mr. Sylvester was for twelve years in the wheat pit for Carrington-Hannah and more recently for Carrington-Patten.

The interest of the Scribner estate in the Chicago Board of Trade firm of Scribner, Crighton & Co. was absorbed January 1 by James Crighton, who, with Fred Austin, has formed the firm of Crighton & Co. Mr. Crighton has been connected with the Chicago Board since the '50s, first with Lord Bros. and for the past fifteen years with Scribner, Crighton & Co.

E. W. Wagner of Chicago, Ill., has been receiving the congratulations of his friends on account of the fine showing which was made at his recent election to the directorate of the Chicago Board of Trade. Mr. Wagner was put up by the receiving element of the board, as they did not have a candidate on the regular ticket. Although on the opposition ticket he received the third largest number of votes polled for an elected candidate.

HAY AND STRAW

J. R. B. Crane may build a new hay warehouse at St. Charles, Mich.

Oklahoma hay is being shipped into Iowa and is bringing \$12 and \$13 per ton.

Alphonse Poirier, a hay dealer of Ste. Madeline, Que., is reported to have assigned.

Betts & Hadley are successors to Tuttle & Betts, dealers in hay, etc., at Sioux City, Ia.

Quevillon & Benoit, hay, grain and flour dealers at Maisonneuve, Que., have registered.

Reported that Fisher Giffing will conduct a wholesale hay and grain business at Salem, Ore.

John Atchison of Holly, Mich., is contemplating building a new hay warehouse in the spring.

M. G. Burns & Sons, wholesale hay merchants of Stuttgart, Ark., are reported to have sold out.

E. O. Parker of Middleboro, Mass., has engaged in the hay, straw and grain trade at Stoughton, Mass.

Owing to the large crop of pea vine hay in some counties of South Carolina very little hay will be imported.

A. Umphrey of Deckerville, Mich., has purchased property at Crosswell and will engage in the hay business at that place.

Alfalfa is being sold at \$10 and \$11 in the stack at North Yakima, Wash. This is said to be the highest price ever paid in that territory. The Sound country has taken 600 carloads of baled alfalfa from Yakima this fall.

Bids for hay for Manila were opened by the government at Seattle recently and showed the following quotations: Puget Sound hay, Tacoma delivery, \$12.40 and \$12.75 per ton; Eastern Washington hay, Seattle delivery, \$13.20 to \$18 per ton.

During the season of 1902 1,337 carloads of baled hay were shipped from Ellensburg, Wash. Allowing 11 tons to the car this would make 14,707 tons, and at \$10 per ton, the average price paid, the value would aggregate \$147,070. It is said that not more than one-fourth of the crop tributary to that market has been sold.

The Terminal Warehouse Co. of Baltimore has issued a circular addressed to the members of the National Hay Association, setting forth in detail the method of receiving, handling and selling hay in the Baltimore market. The circular shows that the facilities for handling hay at Baltimore are as nearly perfect as it is possible to make them and that the interests of shippers are safeguarded in every way possible.

Considerable quantity of Canadian hay is still in farmers' hands, but is not coming to market as rapidly as expected. As a consequence values are rather firmly maintained. The London market for Canadian hay has been depressed for some time owing to large parcels being put forward for realization. The Dominion will have lots of surplus hay to dispose of between now and next July, but it is believed that the American and British markets will want all of it.

The annual report of the Minnesota State Grain and Warehouse Commission for the year ended November 30, states that trouble has been experienced with dealers in hay and other farm produce and that the laws governing commission houses do not apply in these cases. It is claimed that in some instances firms have received hay from country shippers for which no returns were made. Dealers refuse to take out licenses because they are not commission men. They buy the hay outright and sell it as jobbers. The commission has investigated several of the complaints, but has failed to find that the dealers came within the jurisdiction of the commission or under the terms of the law governing commission men.

H. H. Freeman & Co., Chicago, Ill., report Jan. 10, 1903: Receipts continue light and market to-day is steady, with demand fairly active, considering that it is Saturday, when trade usually is light. Prices are unchanged. Timothy—Very little choice hay here; demand for same good at \$13.00@13.50; No. 1 timothy, \$12.00@12.50; No. 2, \$11.00@11.75; No. 3 or mixed, \$10.00@11.00. Prairie—Scarce and inquiry good for the better grades; ship quickly, as outlook is very favorable; choice Kansas, Missouri, Nebraska and Iowa, \$12.00@12.50; No. 1, Kansas, Missouri, Nebraska and Iowa, \$11.50@12.00; No. 2 Kansas, Missouri, Nebraska and Iowa, \$10.00@10.50; Illinois, Indiana and Wisconsin upland, \$8.00@8.50; fair to good upland, \$7.00@7.50. Straw—More plentiful and market a shade weaker; receipts larger;

considerable rye straw coming forward; choice rye, \$8.50@9.00; No. 1, \$7.50@8.00; wheat and oat, \$6.00@7.00. The prices above quoted, we believe, will be maintained. The accumulation of hay held out by the Northwestern line is slowly being worked off and the movement from country points is not nearly as great as for the past weeks. Bulk of receipts are of timothy, with top grades in light supply. Weather and roads are favorable for bauling and we look for the continuance of a steady market.

REVIEW OF THE CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending December 20 sales of Choice Timothy ranged at \$13.00@14.00; No. 1, \$12.00@13.00; No. 2, \$11.50@12.00; Not Graded, \$10.00@13.25; Choice Prairie, \$11.75@12.50; No. 1, \$11.00@11.75; No. 4, \$7.00@8.00; Not Graded, \$7.50@8.50 for State and \$10.50@11.50 for Iowa and Kansas. Straw was scarce and in good demand. Rye Straw sold at \$8.00@8.50 and Oat Straw at \$6.50. The receipts for the week were 4,881 tons, against 4,072 tons for the previous week. Shipments for the week were 230 tons, against 182 tons for the previous week. The market for Timothy Hay ruled steady during the week. The demand was only moderate and the offerings were larger than for some time past. The receipts for Prairie Hay were large and the demand was light.

During the week ending January 10 sales of Choice Timothy ranged at \$13.00@13.50; No. 1, \$12.00@13.00; No. 2, \$11.00@12.00; No. 3, \$9.50; Not Graded, \$10.00@13.00; Choice Prairie, \$12.00; No. 1, \$11.00; No. 2, \$9.00; Not Graded, \$8.00@12.00. Rye Straw sold at \$8.00@9.50, and Oat Straw at \$6.50@7.25. The receipts for the week were 5,479 tons, against 4,980 tons for the previous week. Shipments for the week were 156 tons, against 274 tons for the previous week. The market ruled rather quiet during the early part of the week. The offerings were liberal and only a moderate demand existed. Low and medium grades also met with a little more inquiry. Prices ruled firm but not particularly higher.

BARLEY AND MALT

It is said that the Kentucky Malt and Grain Co. will build a 1,000,000-bushel elevator at Louisville, Ky.

William P. Rice of Chicago has been granted United States letters patent on an improved process of malting grain and also on an apparatus for drying malt.

The Northwestern Malting and Grain Co. will build a five-story addition to its plant at 1043 W. Forty-sixth street, Chicago. The new structure will be 24x110 feet and will cost about \$25,000.

The first shipment of feeding barley from the port of Baltimore, other than through shipment, was sent to Belfast, Ireland, recently. It amounted to 40,825 bushels and was shipped by Hammond & Snyder.

The report of the Manhattan Malting Co. of Manhattan, Mont., for 1902 is satisfactory. The company raised upwards of 60,000 bushels of grain on its 12,000-acre ranch and fed about 600 head of cattle and 3,000 head of sheep. This year 1,800 tons of hay will be raised and 1,500 head of cattle taken care of.

The new elevator to be built by Albert Schwill & Co., maltsters, in connection with their plant at South Chicago will have a capacity of 1,000,000 bushels. Work on the structure will be commenced in the spring and will be completed by September 1, next. The storage bins will be of hollow tile. The operating house will have square steel bins.

The report of the Cincinnati Chamber of Commerce for December shows that the receipts of barley were 148,462 bushels, against 552,271 bushels for the preceding December, while the shipments were 918 bushels, against none for the corresponding month of the preceding year. The receipts of malt amounted to 79,344 bushels, against 63,547 bushels in December, 1901, and shipments, 53,453 bushels, against 45,723 bushels.

It is said that supplies of good malting barley are exceedingly light and that samples that were rejected earlier in the season are now being sought at advanced prices. The government estimate of a crop of 135,000,000 bushels is said to be entirely too great. The estimated yield of 30 to 35 bushels per acre has dwindled to 22 to 25 bushels, and in addition there are said to be serious blunders in computing both acreage and yield. It was apparent at harvest that bright barley would be scarce, but the

extent of the shortage does not seem to have been appreciated.

IMPORTS AND EXPORTS OF BARLEY AND MALT.

Imports—	Bushels.	Value.
November, 1901.....	10,013	\$ 6,013
November, 1902.....	13,752	6,728
Eleven mo. end. November, 1901	46,652	26,005
Eleven mo. end. November, 1902	40,357	22,511

Exports—	Bushels.	Value.
November, 1901.....	1,340,358	594,675
November, 1902.....	1,215,537	125,208
Eleven mo. end. November, 1901	7,592,282	3,382,729
Eleven mo. end. November, 1902	7,806,551	4,142,878

BARLEY AND MALT.

Imports—	Bushels.	Value.
November, 1901.....	179	155
November, 1902.....	160	164
Eleven mo. end. November, 1901	3,045	2,929
Eleven mo. end. November, 1902	3,246	3,752

Exports—	Bushels.	Value.
November, 1901.....	23,198	16,452
November, 1902.....	24,581	18,123
Eleven mo. end. November, 1901	340,456	231,368
Eleven mo. end. November, 1902	372,310	253,652

FOREIGN NEWS

The expectation is that Austria-Hungary will make trading in grain futures illegal.

Austria-Hungary will make a new tariff increasing duties on cereals and their products.

Broomhall's makes an estimate of 80,000,000 bushels exportable surplus of wheat by Argentina.

The London Flour Trade Association has begun a movement to equalize the British duties on flour and wheat.

A company is to be formed to build a grain storage elevator at Leith, on a site on the North British Ry. Co.'s tracks.

Great Britain revenue from the new taxes on grain and sugar for the fiscal year promise to exceed \$37,000,000.

Russian wheat delivered to Odessa and Black Sea ports has been double the quantity delivered in 1901, and Russian railroads have been overtaxed to move the grain crops.

By executive decree of the Mexican government the import duty on wheat has been reduced from \$5 to 50 cents per 100 kilograms (220.46 pounds). This decree will remain in force until March 31, 1903.

As a sample of rapid work in London, on November 19 37,247 quarters (297,976 bushels) of mixed grain were unloaded during a working day. The company is now erecting storage elevators with 1,200,000 bushels' capacity, new pneumatic machinery to handle 300 tons (11,000 bushels) of grain per hour.

Competent authorities have expressed the opinion that in the next season fully 200,000 tons of bread-stuffs must be imported to meet the harvest deficiencies in Australia. The estimates for the harvest for the present year show that the shortage in New South Wales alone will make necessary the importation of about 2,000,000 bushels, while Victoria will be forced to import 3,600,000 bushels. The situation in South Australia is somewhat better, as the crop is estimated to be sufficient for home consumption and to yield about 4,000,000 bushels for export. Queensland, West Australia and Tasmania have suffered seriously and will be entirely dependent on imports, the crop being inadequate.

Argentina is confronted with the ubiquitous transportation problem. The Review of the River Plata says: "The bulk of the grain will come into the ports from the months of December to April, and exports can be estimated to average about one hundred thousand tons a week. The railway companies have been able to cope with this traffic in previous years, and they are in a better position to do so at the present time than they were two years ago. The trouble of a block does not, however, lie with the companies, but with the lack of facilities at our ports for the rapid handling of grain. The only port at which any improvement has been made is that of Bahia Blanca. At Rosario, we believe that serious trouble will be encountered, on account of the increased charges. San Nicolas and Villa Constitucion are both capable of handling a considerable amount of grain, but their capacities are limited."

No vessel chartering at Duluth for grain to Buffalo in 1903 has as yet been announced.

A YEAR'S BUSINESS.

The drought of 1901 had an immense influence on the grain movement of 1902, and there was complaint of lessened cash business in all markets where corn, especially, in the staple cereal. The following tables indicate in a tentative way the volume of grain passing through a number of leading American markets during the calendar year 1902. No effort has been made, however, to enlarge upon this record, which is amply recorded by the regular organs devoted to grain statistics.

CHICAGO.

Receipts

	1902.	1901.
Wheat, bu.	37,940,953	51,197,870
Corn, bu.	50,622,907	84,136,637
Oats, bu.	78,879,800	90,632,152
Rye, bu.	3,170,541	3,244,324
Barley, bu.	14,923,173	15,996,670
Timothy seed, lbs.	49,959,011	33,685,811
Clover seed, lbs.	7,770,868	7,570,308
Other grass seeds, lbs.	13,363,688	16,369,131
Flaxseed, bu.	4,737,667	4,584,735

Shipments

	1902.	1901.
Wheat, bu.	30,218,807	45,521,951
Corn, bu.	45,557,999	64,101,873
Oats, bu.	58,030,291	76,340,619
Rye, bu.	2,834,215	1,287,111
Barley, bu.	3,505,423	3,583,753
Timothy seed, lbs.	40,111,410	40,661,267
Clover seed, lbs.	6,339,522	8,301,434
Other seeds, lbs.	11,723,284	11,324,401
Flax seed, bu.	1,254,780	1,221,097

Dates on which the highest and lowest prices on all commodities were made in the Chicago market during the year 1902:

Articles.	Highest.	Lowest.
Reg. wheat	Sept. 30	\$.95
No. 2 corn	July 8	.88
No. 2 oats	July 19	.56
No. 2 rye	Jan. 6	.67½
Timothy seed	May 3	.75
No. 1 flax	Mar. 11	1.72
No. 1 northwest	April 18	1.80
Prime clover	Oct. 18	11.35

MINNEAPOLIS.

The annual report of the Minneapolis chamber of commerce shows a gain in receipts of coarse grains in Minneapolis during the past year. Flax receipts are the largest ever known, running 1,096,500 bushels in excess of the heavy run of last year, or 8,166,400 bushels for 1902, against 7,069,000 bushels in 1901. Following is a statement of the grain, flour and merchandise movement for 1902:

Receipts.	Shipments.
Wheat, bushels	88,762,120
Corn, bushels	3,235,360
Oats, bushels	12,066,490
Barley, bushels	7,783,680
Rye, bushels	1,042,010
Flax, bushels	8,166,400
Hay, tons	29,471
	2,650

DULUTH.

The total grain receipts at the Head of the Lakes for the calendar year, not including Canadian grain in bond, were 63,056,646 bushels, as compared with 64,251,654 bushels in 1901. The Canadian wheat amounted to over 3,000,000 bushels in 1902, as compared with 6,500,000 bushels in round numbers in 1901. One of the features of the receipts for 1902 is the almost utter absence of corn, the receipts of this cereal falling off from nearly 5,000,000 bushels in 1901 to less than 50,000 bushels in 1902. The principal increases were in flax and barley.

The receipts and shipments for 1902 and 1901, less the Canadian grain, are as follows, the wheat taken by the Head of the Lakes mills appearing in the receipts:

Receipts	
1902.	1901.
Wheat	39,420,561
Corn	45,708
Oats	1,263,865
Barley	5,534,758
Rye	771,768
Flax	16,129,642
Totals	63,056,646
	64,251,654
Shipments	
1902.	1901.
Wheat	39,629,649
Corn	388,818
Oats	1,177,619
Barley	5,458,327
Rye	1,179,803
Flax	14,374,516
Totals	62,203,498
	56,388,112

KANSAS CITY.

Kansas City grain receipts in 1902 amounted to a little less than 49,000,000 bushels, or to about 1,000,000 bushels more than the receipts in 1901, and greater than those of any former year excepting only 1897. The 1902 wheat receipts have been

exceeded five times, the corn receipts once, while the oats receipts last year were more than double those of any former year except 1901, and nearly twice even that year's record. The figures as given by Secretary E. D. Bigelow of the Board of Trade on December 31 are as follows:

	1902.	1901.
Wheat, bu.	24,018,400	26,952,800
Corn, bu.	13,878,800	13,488,850
Oats, bu.	8,358,000	5,799,600
Rye, bu.	376,800	465,150
Barley, bu.	33,000	62,200
Flax, bu.	99,200	105,500
Hay, tons	147,320	132,230

According to the report of W. L. Garrett, manager of the clearing company, the speculative operations in grain futures in the local market aggregated 1,168,086,000 bushels, as compared with 602,726,000 bushels in 1901 and 186,000,000 bushels in 1900.

BALTIMORE.

Baltimore complains of a poor year, owing to the poor corn crop and lack of foreign demand for any except dry, hard wheat. The receipts and exports of flour and grain at Baltimore during 1902, as compared with the preceding year, were as follows:

Receipts	1902.	1901.
Wheat, bushels	11,655,255	22,036,876
Corn, bushels	7,178,219	27,029,296
Oats, bushels	3,078,991	6,875,638
Rye, bushels	2,086,162	1,094,817
Exports		
Flour, barrels	3,162,074	3,324,953
Wheat, bushels	9,588,012	19,962,737
Corn, bushels	4,352,254	24,711,790
Oats, bushels	157,709	3,652,810
Rye, bushels	1,260,284	521,554

Receipts of barley and malt were 817,451 bushels, as against 813,805 bushels in 1901; exports, 49,499 bushels. Receipts of hay, 55,686 tons, as compared against 54,688 tons in 1901; exports, 20,680 tons, as against 21,152 tons in 1901.

AT OTHER POINTS.

Secretary R. C. Grier of the Peoria Board of Trade reports that Peoria did very well in grain, compared with other points. The totals are about as follows:

Receipts	1902.	1901.
Corn, bushels	18,266,649	19,604,566
Wheat, bushels	2,471,626	1,716,730
Total bushels grain of all kinds	34,765,816	.....
Shipments	20,006,236	.....

Milwaukee reports a largely increased volume of business on 'Change, but a decreased movement of grain through that city. Wheat receipts declined about 2,000,000 bushels and oats 1,500,000 bushels. Corn also showed a decline, but barley receipts increased about 1,000,000 bushels. The total movement of grain and flour, the latter reduced, was 48,091,000 bushels, against 49,954,000 bushels in 1901. An increased movement of malt was noted and receipts of flax seed more than doubled.

Tacoma notes that wheat shipments in 1902 of 11,741,593 bushels, an increase of 1,027,767 bushels over 1901 and of 7,112,883 bushels over 1900.

Richmond, Va., reports the following receipts for the year 1902:

Wheat, bushels	1,000,908
Corn, bushels	2,668,094
Oats, bushels	1,555,142
Rye, bushels	41,974
Total bushels	5,266,118
Hay, tons	22,788

The hay receipts were 5,176 tons less than for 1901.

The chief inspector of grain at Fort William, Ont., says that in 1902 Canadian vessels carried out of that port 23,514,995 bushels of wheat, and the United States vessels 12,010,803 bushels. The Canadians therefore carried over 11 million bushels more than the United States boats. In 1901 the Canadian boats carried over 4 million bushels more than United States boats, from the two ports.

Indianapolis reports the following receipts in 1902:

Wheat, bushels	1,707,500
Corn, bushels	5,979,250
Oats, bushels	1,387,500

New Orleans reports the following exports November 1, 1901, to November 1, 1902: Corn, 876,294 bushels; wheat, 14,825,754 bushels; flour, 591,098 sacks.

A Louisville grain dealer writes a local paper that the grain business is probably the only one in Louisville which was not successful in 1902. A number of influences conspired to demoralize the trade. Railroad rates on grain last year were unfavorable to Louisville, both for bringing in and

TRANSPORTATION

No chartering for wheat from Duluth to Buffalo for the spring of 1903 has been announced.

The past season has been one of the poorest for grain shipments in the history of the St. Lawrence route.

Contract has been let by the Missouri, Kansas and Texas Railroad Company for 50 miles of extension from Coalgate, I. T., to Oklahoma City, Okla.

The Wichita Valley Railroad is said to contemplate extending its line northward from Wichita Falls, Texas, into Oklahoma and also into western Texas.

Texas railroads have not been able to comply with the request of the Railroad Commission to make reduced rates on corn because of the refusal of outside connecting lines to join in a reduction.

Nebraska railroads are short of cars and elevator men are among those who are being inconvenienced. The rate on grain shipments from Lincoln to the Mississippi River has been restored. This means an advance of 2½ cents.

The Great Lakes and St. Lawrence Transportation Co. now has under construction ten steel steamships which will be placed in commission in the spring. The boats will be in the grain trade, each having a capacity of 75,000 bushels.

Construction will be commenced at once on the division of the Kansas City, Mexico and Orient Railroad between Kansas City and Wichita, Kan. This part of the line will extend through the towns of Lawrence, Emporia, Eldorado and Yates Center.

Some of the seaboard exporters are said to be doing their corn business in St. Louis, instead of Chicago, finding it easier to get cars in the former city than in the latter. One New York concern is said to have moved 1,500,000 bushels out of St. Louis to New York alone.

Cincinnati grain men are trying to induce the Cincinnati Southern Railroad to make rates on southbound grain shipments which will place Cincinnati shippers in a position to compete with other markets. The present rate on grain from Cincinnati to Virginia points is 18 cents, as against 14 cents from Louisville.

A reduction of freight rates on wheat of nearly 40 per cent was made January 1 by the railroads in Mexico running from the United States border and Gulf ports to interior points. The action is for the purpose of relieving the wheat shortage in Mexico. The Mexican government has reduced the duty on this cereal.

On December 31 the Baltimore and Ohio Railway issued an order to the effect that until further notice the road would not accept carload freight, except live stock and perishable products, for points east of Pittsburgh, Moundsville and Parkersburg. This placed a temporary embargo on grain shipments from connecting lines of the B. and O.

Traffic through the Sault Ste. Marie canals for 1902 has established a new record. The increase in the shipments of wheat has been remarkable, gaining from 40,489,302 bushels in 1900 and 58,812,636 bushels in 1901, to 70,744,058 bushels to Dec. 1 of 1902. Flour has increased from 6,760,688 barrels in 1900 and 7,634,350, to 8,459,085 barrels to Dec. 1, 1902.

Grain dealers of southern Kansas are said to stand to lose considerable owing to the advance in freight rates. Much grain had been purchased at current rates and owing to the shortage of grain cars was not shipped out promptly. The grain was stored to await cars. The dealers now say that owing to the advanced rates this grain will be shipped at a loss.

The Burlington's embargo against grain shipments to Kansas City has been lifted. The original order was for the purpose of relieving the congestion of the yards at Kansas City and also because of the inability of connecting lines to accept and receive Burlington cars. At the time the embargo was raised the officials stated that it had been issued under a misapprehension.

A new steamship line from Boston to Manchester has been put in operation and a new line to Antwerp will be inaugurated in the spring. Both lines will, it is said, be controlled by the Morgau syndicate. The boats will be devoted to freight traffic and will load and discharge at the New York, New Haven and Hartford Railroad docks. A. B. Walmsley, who has been appointed to secure export business for the above named road, says that the "agents of the road are to secure export traffic for

this line, not only for Manchester, but for other points in the United Kingdom and Continental points, which, in many cases, can be reached via Manchester at lower through rates to ultimate destination than by any other route."

Illinois grain dealers are being badly handicapped on account of lack of cars. The situation has improved somewhat of late, but the supply of rolling stock is still inadequate. Some dealers have only been able to secure one car a day when they could use ten. Others have had only one to five cars during the entire season. The railroads are using all the available cars for coal traffic and in some cases grain cars just out of the shops have been loaded with coal.

There is little prospect of winter chartering at Chicago before February 1. In former years a good sized fleet has been loaded by this time, the grain afloat amounting to millions of bushels. So far this year not a ship has been loaded. In the absence of business no rates have been made. Some vesselmen say that if a shipper asked them to name a rate it would be 3 cents a bushel on wheat for winter storage and freight to Buffalo in the spring.

Both the Grand Trunk and Canadian Pacific have advanced rates on grain between local points in Ontario. The advance ranges from one cent to nine cents a 100 pounds. The difference, which will now have to be paid on 100 pounds is: In carloads and less than carload lots, respectively; up to ten miles, 1 cent; 20 miles, 2 and 2½ cents; 50 miles, 3 cents; 100 miles, 3½ and 5 cents; 200 miles, 4 and 6 cents; 300 miles, 6½ to 7 cents; 400 miles, 7 and 8 cents, and 500 miles 8 and 9 cents.

The executive committee of the Texas Grain Dealers' Association met at Fort Worth January 4 and adopted a resolution protesting against the advance in interstate grain rates which went into effect December 15. They also protested against what they termed discriminations, which they contend have caused the price of corn to be from 10c to 15c per bushel higher than it should be. The advance in the old rate they maintain is from 18½c, the old rate, to 22½c, to groups 1 and 2, which is Northern Texas points, and 4c higher to groups 4 and 5, which are Central Texas points. The committee contends that the railroads are discriminating against the interests of Texas by making higher rates from intermediate points on the same roads in corn territory than they made for longer hauls, in other words, that the haul is higher from such points as Coffeyville, Wichita and Winfield, Kan., and other points in that State as from Kansas City. They say that corn ought to be selling in Texas for 50c per bushel, whereas, on account of the advance in the rate, it is bringing 60c and 65c, notwithstanding the supply was greater than it has been in the past when corn was selling for 50c.

FLAXSEED

Clark & Co.'s flax mill at St. Mary's, Ont., was destroyed by fire recently.

The Midland Linseed Oil Co., of Minneapolis, has been succeeded by the Midland Linseed Co.

The Ontario Linseed Oil Co. of Owen Sound, Ont., will, it is said, build a plant to cost about \$70,000.

Chief Assistant Flaxseed Inspector Harris of the Chicago Board of Trade will, it is expected, succeed the late S. H. Stevens.

An addition will be built to the American Linseed Co.'s plant in Buffalo, which will make the capacity 6,000,000 bushels of flaxseed a year.

The American Linseed Co. is reported to have sold 15 per cent more oil in 1902 than in 1901. The profit on the year's business is also said to have been satisfactory.

Flax receipts at Minneapolis for 1902 were 1,096,500 bushels in excess of the heavy run of the preceding year, or 8,166,400 bushels for 1902, against 7,069,000 bushels in 1901.

The Commercial Record says that nothing is disclosed in the December movement of flax to change the assumption put forward a month ago that on the present crop not over 70 per cent of the total had reached market by December 1. Regarding the December movement of 3,262,000 bushels and its relation to the total, it is probably something over 12 per cent, although it is possible that the estimate of 70 per cent in December was too high, and that the movement to January 1 will be found not to exceed 80 per cent of what we will get on the crop. This would call for farmers' deliveries of only a trifle over 10 per cent, because country elevators, line and independent, contain close to

2,200,000 bushels, all of which will come to market, and which is a little over 10 per cent of the movement to date.

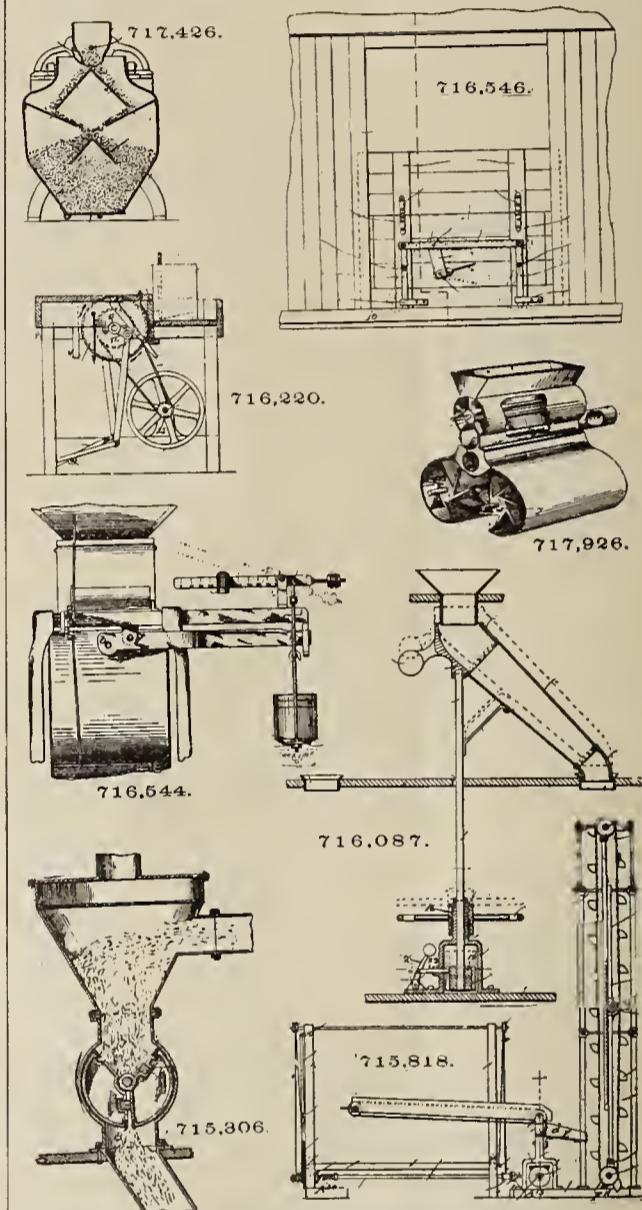
LATE PATENTS

Issued on December 9, 1902.

Grain Elevator and Transmitter.—Wm. S. Sharpneck, Chicago, Ill., assignor of seven-ninths to Orton G. Orr and Frank A. Sharpneck, same place. Filed July 11, 1901. Renewed May 8, 1902. No. 715,306. See cut.

Issued on December 16, 1902.

Means for Supporting and Operating Distributing Spouts.—Peter Nicolay, Minneapolis, Minn., assignor of one-half to Peter W. Cornelius, Minne-



apolis, Minn. Filed July 20, 1901. No. 716,087. See cut.

Machine for Assorting Beans.—Moses W. Gunn, La Salle, Ill. Filed Feb. 7, 1902. No. 716,220. See cut.

Combined Grain Dump and Elevator.—Arthur W. Koon, Onarga, Ill. Filed Oct. 31, 1901. No. 715,818. See cut.

Issued on December 23, 1902.

Grain Door.—Charles A. House and James J. House, Keewatin, Canada, assignors of one-third to Stephen S. Cummins, Rat Portage, Canada. Filed Oct. 6, 1902. No. 716,546. See cut.

Weighing Scale.—Geo. Hoepner, San Francisco, Cal., assignor to Union Scale & Mfg. Co., same place. Filed June 13, 1901. No. 716,544. See cut.

Issued on December 30, 1902.

Automatic Grain Scale.—Alexander P. MacDonald, Chicago, Ill. Filed Jan. 13, 1902. No. 717,426. See cut.

Issued on January 6, 1903.

Pneumatic Grain Elevator.—Julius C. Reith, Sandwich, Ill. Filed Aug. 5, 1902. No. 717,926. See cut.

The Warner starch factory at Waukegan, now about completed, turns out to be a glucose factory which will have capacity for 18,000 to 20,000 bushels of corn daily. The company's name will soon be changed to the Warner Sugar Refining Company. A part of their plant will be started up about March 1.

PERSONAL

George H. Pendleton has removed from Chicago to Cairo, Ill.

W. B. Burns has removed from Sioux City, Ia., to Fairfax, S. D.

J. N. Switzer is running the elevator at Chapin, Ia., for Froning Bros.

W. Boyd is reported to have taken charge of an elevator at Hauge, N. D.

Alex Young has taken charge of the St. Anthony Elevator at Hamilton, N. D.

J. F. Goodwin, agent at Govan, Wash., for the Seattle Grain Co., has resigned.

Dave S. Miller is again in charge of the Charles Miller Elevator at Taintor, Ia.

J. D. Morris, lately manager at Lind, Wash., for the Tacoma Grain Co., has resigned.

Harry Davis has resigned as manager of the Farmers' Elevator at St. Peter, Minn.

Otto Gullingsrud has resigned his position with the Monarch Elevator at Gary, Minn.

Ben Wolf is buying grain at Wicklow, Minn., for the St. Anthony & Dakota Elevator Co.

S. B. Ogle has been employed as assistant to F. N. Rood of the La Rose (Ill.) Grain Co.

S. M. Donley has been appointed manager of the new Farmers' Elevator at Delavan, Ill.

A. M. Henty of Elkton, Minn., is buying grain at Arco, Minn., for the Sleepy Eye Elevator.

Alex Bruce of Gridley, Ill., has been engaged as manager of the Farmers' Elevator Co. at El Paso, Ill.

Geo. Dirks is successor to Geo. Mumby as buyer for the Terwilliger & Dwight Elevator at Marion, S. D.

C. Terhune of Easton, Minn., is now buying grain at Howard, S. D., for the W. W. Cargill Elevator Co.

John Moen, wheat buyer at Mooreton, N. D., for the Crown Elevator Co., has been removed to Delemer, N. D.

Joseph Jackson, who has been sheriff of Lincoln county, Kan., is candidate for the position of state grain inspector.

W. B. Boyd, formerly of Lafayette, Ind., is now superintendent of the Hammond Elevator Co. at Hammond, Ind.

Eugene Carley, who has been agent at Buxton, N. D., for the Duluth Elevator Co., has been transferred to Barton, N. D.

A. K. Jones has succeeded Ira E. Finney in the elevator office at Big Rock, Ill. The latter has moved to Thompson, Ill.

J. E. Peterson, agent at Barrett, Minn., for the Osborne-McMillan Elevator Co., has been succeeded by Knute Alvstad.

Julius H. Barnes of the Ames-Brooks Grain Co. of Duluth is in California on a pleasure trip accompanied by his family.

John W. Snider, until recently at Grafton, Neb., has taken a position with the Nye, Schneider, Fowler Co. at Moorhead, Ia.

Fred Magnus of Crookston, Minn., has taken charge of the Minneapolis and Northern Elevator at Starkweather, N. D.

Joseph Wesmek, grain buyer for the State Elevator Co. at Silver Lake, Minn., has resigned, being succeeded by C. F. Fimon.

Oscar Englestad, who was assistant at the N. J. Olsen Elevator at Sanborn, N. D., has taken charge of the elevator at Jessie, N. D.

T. A. Strong, who has been manager of the North Elevator at Otoe, Ia., resigned January 1, to engage in the live stock business.

Fred Trute, lately of St. Joseph, is reported to have become manager of O. A. Cooper's stock and elevator business at Elk Creek, Neb.

A. M. Prime, barley buyer for the Cargill Commission Co. of Duluth, was recently confined to his home by an attack of acute indigestion.

Chas. Sutton, who has been in charge of the elevator at Kimball, Minn., has gone to Minneapolis, the house having been closed for the winter.

Asa Fickling, who has managed the Atlas Elevator Co.'s business at Mission Hill, S. D., for a number of years, has been promoted. On January

he took charge of the company's office at Yankton, S. D.

O. B. Grotte, who has been appointed traveling superintendent for a line of elevators, has removed from Windom, Minn., to Bismarck, N. D.

Mr. Brown, who has been operating the A. E. Hawthorne Elevator at Parnell, Ill., has taken charge of the new elevator at Fullerton, Ill.

John J. Spindler has removed from Avoca, Ia., to Moberly, Mo., where he has taken charge of the Des Moines Elevator Co.'s new house.

George R. Spurgeon, formerly manager of the elevator at Gray, Ia., has taken charge of the elevator on the Northwestern line at Harlan, Ia.

O. C. Hanson, who has been managing the Farmers' Elevator at Beltrami, Minn., for the past season, has returned to his home at Battle Lake, Minn.

J. E. Peterson, who has been buying grain at Barrett, Minn., for the Osborne-McMillan Elevator Co., resigned January 1. He was succeeded by Knute Alvstad.

Charles Alstadt, wheat buyer for the Globe Mills at Perham, Minn., was compelled to stop work recently on account of illness. He is now fully recovered.

Iver Berg, for the past twelve years with the Dell Rapids (S. D.) Elevator Co., has moved to Sioux Falls, S. D., where he has entered another line of trade.

George Spencer and M. J. Forbes of Duluth, the former of the Spencer, Moore Grain Co. and the latter of the Consolidated Grain Co., have returned from the east.

E. Olmstead Boyd, of Leishcar, Boyd & Co., grain, Baltimore, who was injured September 20 while driving, was at his office December 22 for the first time since the accident.

N. S. Short, who has been manager for the Farmers' Grain and Live Stock Association at Bloomfield, Neb., has resigned and returned to his home at Fremont, Neb.

Alfred Higgan who has been in charge of the Diamond Grain Co.'s Elevator at Sherman, Ia., has been transferred to Shipley, Ia., and the house at Sherman has been closed.

Geo. H. Lyons, of Omaha, who was formerly employed by the Armour Grain Co., is now with Chas. Counselman & Co., his address being 221 Board of Trade building, Omaha.

Storage rates in Chicago elevators in 1903 will remain the same as in 1902; that is to say, 1-50¢ per day per bushel.

Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

GRAIN WANTED.

Wanted—Feed barley and new No. 2 and No. 3 rye.

W. H. SMALL & CO., Evansville, Ind.

GASOLINE ENGINES.

Gasoline engines for sale or exchange for Minnesota or Dakota lands. Address

MCDONALD, 36 W. Randolph St., Chicago.

WANTED.

Position wanted as manager of country elevator. Three years' experience. Address

BOX 304, Plover, Iowa.

WANTED.

Competent grain elevator machinery salesman. Must be capable of figuring power transmission. Give references.

LINK-BELT SUPPLY CO., Minneapolis, Minn.

WHAT HE WANTS.

The advertiser wants to place his advertisement before a good class of buyers and before a large class of buyers. This service the "American Elevator and Grain Trade" gives the advertiser. It introduces him to a good class of buyers and to a large class of buyers. Place your advertisement in this department and be convinced.

WANTED.

Good mill or elevator for good Iowa farm. Give description and price in first letter. Address IOWA, Box 12, care "American Elevator and Grain Trade," Chicago, Ill.

NO MORE MUSTY CORN.

Use Beale's Adjustable Corn Crib Ventilators. Allows you to build cribs 16 to 24 feet wide. Saves 30 per cent in building material. No more musty corn. Write to

N. S. BEALE, Tama, Iowa.

I CAN SELL YOUR BUSINESS.

No matter where it is. Send description, state price and learn how. Established '96. Highest references. Offices in 14 cities.

W. M. OSTRANDER, 1550 North American Bldg., Philadelphia.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

FOR SALE.

Two Smith Lift Dumps, almost new. Will sell for reasonable price.

MATTOON ELEVATOR CO., Mattoon, Ill.

GASOLINE ENGINES.

New and second-hand gasoline engines for sale. Write for particulars.

LAMMERT & MANN, 157-161 S. Jefferson St., Chicago.

FOR SALE.

Three new wood boots 18x14 pulley, one new wood boot, 18x13 pulley.

B. S. CONSTANT CO., Bloomington, Ill.

OAT CLIPPERS.

For sale, two No. 9 Invincible Oat Clippers, as good as new. Price very low for cash.

W. D. JUDD, 506 Chamber of Com., St. Louis, Mo.

FOR SALE CHEAP.

One No. 10 Bowsher Feed Mill; used but five months.

One Lone Star Feed Mill; new. Address

C. J. BENDER, Warrenhurst, Ill.

FOR SALE.

We have a large stock of boilers, engines, steam pumps and pulleys for sale. Write for specifications and prices to

PHILIP SMITH, Sidney, Ohio.

FOR SALE.

A new Illinois elevator, feed mill and coal yard. Elevator 5,000 bushels' capacity. Two good houses. Located in grain and feed territory. Address

ILLINOIS, Box 1, care "American Elevator and Grain Trade," Chicago, Ill.

POWER.

For sale, Corliss Engines, good as new.

Contracts for entire steam installations.

Old plants taken in exchange or bought outright.

THE BONUS CO., 167 Lake st., Chicago.

ENGINE AND BOILER FOR SALE.

One 45 horsepower slide valve engine, now in use and in good condition. Also one 50-horsepower boiler. Will sell very cheap if taken soon. Address

INGRAHAM & BROWARD, Spencer, Ohio.

ELEVATOR FOR SALE.

Elevator and 360 frontage on side track at Mt. Carroll, Ill., for sale to close estate. Capacity 40,000 bushels; gasoline engine and dump. Good opening for right man. For particulars inquire of

N. H. HALDERMAN, Mt. Carroll, Ill.

SEED CLEANER FOR SALE.

A No. 6 Monitor seed cleaner, made in Silver Creek, N. Y.; in first-class condition. Having gone out of the seed business we want to dispose of same.

PARR & JOHNSTON, 219 South St., Baltimore, Md.

SHELLER AND CLEANER.

For sale, one Victor Corn Sheller and Cleaner combined, Barnard & Leas' best quality. Capacity 300 bushels an hour. Guaranteed good as new. Price \$125.

CALLAHAN & SONS, Louisville, Ky.

FOR SALE.

Small elevator and cornmeal mill located in the best corn section of Eastern Kansas. Large territory. Built new last winter. A bargain. For particulars address

SMALL, Box 1, care "American Elevator and Grain Trade," Chicago, Ill.

DO YOU NEED HELP?

Through this department we have helped a great many grain men to sell or rent their grain elevators or sell their second-hand machinery, etc. We can help you. Send your advertisement to-day for insertion in our next issue.

TWO INDIANA ELEVATORS.

Two elevators for sale in northern Indiana. One on the main line of the P. F. W. & C. R. R., the other on the Vandalia. Located in good residence towns and in the best grain producing section of Indiana. Address

PLYMOUTH NOVELTY MFG. CO., Plymouth, Indiana.

Burlap Bags!! Grain Bags!!

ALL SIZES MADE TO ORDER.

W. J. JOHNSTON, 182 Jackson St., Chicago.

E. R. Ulrich & Sons,**SHIPPERS OF WESTERN GRAIN,**

Especially High Grade White and Yellow Corn.

Elevators along the lines of the following railroads in Central Illinois: WABASH; CHICAGO & ALTON; I. C.; C. P. & ST. L. and PAWNEE,

Main Office, 6th Floor, Illinois National Bank Building,
SPRINGFIELD, ILLINOIS.

WRITE FOR PRICES DELIVERED. NO WHEAT FOR SALE.

ROOFING AND SIDING.**The Garry Iron and Steel Roofing Co.**

168 MERWIN STREET, CLEVELAND, O.

MANUFACTURES

Steel Roofing,
Corrugated Iron,
Siding and Metal
Ceiling.

SEND
FOR CATALOGUE

SYKES STEEL ROOFING CO.

611 So. Morgan Street, Chicago

Makers of FIRE-PROOF WINDOWS

We manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc. We make a specialty of

**Corrugated Iron and
Metal Roofing
For Grain Elevators**

And take contracts either for material alone or job completed. Write us for prices. We can save you money.

GRAIN RECEIVERS**PEORIA****FRANK HALL & CO.**

SUCCESSORS TO E. S. EASTON & CO.

Grain and Commission

324 South Washington Street,
PEORIA, - - - ILLINOIS.

WARREN & CO.**GRAIN****Commission Merchants**

ROOMS 7 and 9 CHAMBER OF COMMERCE,
PEORIA, ILL.

A. G. TYNG, Jr.

D. D. HALL.

**TYNG, HALL & CO.,
Grain and Commission
Merchants,**

ROOMS 33 AND 35 CHAMBER OF COMMERCE,
PEORIA, ILLINOIS.

T. A. GRIER & CO.

PEORIA, ILL.

**RECEIVERS, BUYERS AND SHIPPERS
OF WHEAT, CORN, OATS AND RYE**

On account of the peculiar character of the season, grain
is largely off grade and we advise consignments.

WE GIVE ALL CONSIGNMENTS CAREFUL ATTENTION

ESTABLISHED 1875.

**P. B. & C. C. MILES
Grain Commission Merchants
BUYERS AND SHIPPERS**

30-37 Chamber of Commerce, PEORIA, ILL.

PEORIA**VAN TASSEL & BUNN****GRAIN
COMMISSION
MERCHANTS**

Track Buyers and Shippers
ROOMS 44 and 46
CHAMBER OF COMMERCE PEORIA, ILL.

MILWAUKEE

LEMAN BARTLETT O. Z. BARTLETT

**L. Bartlett & Son,
GRAIN AND PRODUCE COMMISSION
... MERCHANTS...****BARLEY A SPECIALTY**

Room 23 Chamber of Commerce Bldg.
MILWAUKEE, WIS.

Careful attention given to orders from
Brewers, Malsters and Millers.

BATTLE CREEK**McLane, Swift & Co.,**

Battle Creek, Mich.

**BUYERS
OF GRAIN**

CORRESPONDENCE FROM EASTERN
BUYERS SOLICITED.

PHILADELPHIA**L. F. MILLER & SONS,**

RECEIVERS AND SHIPPERS OF

Grain, Feed, Seeds, Hay, Etc.

OFFICE 2931 N. BROAD ST., PHILADELPHIA, PA.

CONSIGNMENTS SOLICITED. Special attention
given to the handling of CORN AND OATS.

REFERENCES..... Manufacturers' National Bank, Philadelphia, Pa.
Union National Bank, Westminster, Md.

MINNEAPOLIS**F. H. Peavey & Co.,**

MINNEAPOLIS.

GRAIN RECEIVERS.

MINN.

Consignments Solicited.

MILLING WHEAT A SPECIALTY.**E. A. BROWN & CO.****Grain Commission Merchants.****CONSIGNMENTS SOLICITED.**

Choice Milling Wheat a Specialty. Orders
for Bran and Feeds filled promptly.

922 Chamber of Commerce, MINNEAPOLIS, MINN.

J. L. McCaull

D. Webster

R. A. DINSMORE

**The McCaull-Webster
Grain Company****COMMISSION
MERCHANTS.**

MINNEAPOLIS,
MINN.

J. R. WARFIELD, Pres. WM. GRIFFITHS, Vice-Pres. and Mgr.
C. D. TEARSE, Sec'y and Treas.

**BROOKS = GRIFFITHS CO.,
GRAIN COMMISSION**

OFFICES: CHICAGO MILWAUKEE MINNEAPOLIS DULUTH
Consignments and Orders for Future Delivery Solicited.
PRIVATE WIRES—CHICAGO AND NEW YORK.

511-514 New Chamber of Commerce, Minneapolis, Minn.

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JULIUS FLEISCHMANN, President CASPER H. ROWE, Secretary
W. W. GRANGER, Manager

THE UNION GRAIN & HAY CO.
Shippers and Receivers,
CINCINNATI, O.

GRAIN RECEIVERS

TOLEDO

ESTABLISHED 1846

C. A. KING & CO.

THE GOLDEN RULE

GRAIN AND CLOVER SEED DEALERS
OF TOLEDO, OHIOSPECIAL MARKET AND CROP REPORTS FREE.
BE FRIENDLY. WRITE OCCASIONALLY.

ESTABLISHED 1876

W. A. RUNDELL & CO.

GRAIN and SEEDS.

We Buy Delivered Toledo or F. O. B. Your Station.
CONSIGNMENTS and FUTURES GIVEN SPECIAL ATTENTION.Ask for our "Daily Market Letter and Track Bids."
Correspondence requested.

33 Produce Exchange, - TOLEDO, OHIO

WILLIAM R. WORTS

ARTHUR B. EMMICK

WORTS & EMMICK

Grain and Commission

47 Produce Exchange, Toledo, Ohio

SPOT AND FUTURES. If you do not receive our bids, ask for them. We will bid you no matter where you are located. Let us handle your consignments. Our motto: Success to our patrons. Try us.

REYNOLDS BROS.

TOLEDO, O.

Buy and Sell Grain.

SELL US YOURS.

If you don't get our bids, ask for them. Consignments always welcome. Consign us yours.

J. F. ZAHM. F. W. JAEGER. F. MAYER
ESTABLISHED 1879.

J. F. ZAHM & CO.,

GRAIN and SEEDS,

TOLEDO, OHIO.

MEMBERS: Toledo Produce Exchange
Chicago Board of Trade,
New York Produce Exchange.

Handling consignments and filling orders for futures OUR SPECIALTY.

SEND FOR OUR RED LETTER.

WRITE, WIRE OR PHONE

THE PADDOCK-HODGE CO.

Operating Wabash Elev. 4.

G R A I N

Michigan Central A.

Total Capacity, 200 cars daily. Storage Capacity, 1,500,000 bushels. Clipping Oats 50,000 bushels daily. No Switching Charges from any road. Our bids will reach you daily, no matter where you're located. Advise if not receiving them.

TOLEDO, OHIO.

BUFFALO

W. W. ALDER

Consign Your Grain and Feed
to a Strictly

COMMISSION MERCHANT

OUR SPECIALTIES:—Quick Returns and Careful
Guarding of our Shippers' Interests.

Correspondence Invited. Write for Buffalo Market Letter

81 BOARD TRADE, BUFFALO, N. Y.

HENRY D. WATERS

GRAIN COMMISSION
MERCHANTCONSIGNMENTS
SOLICITED54 BOARD OF TRADE
BUFFALO, N. Y.

BALTIMORE

SMITH-GAMBRILL CO.,

Chamber of Commerce, Baltimore, Md.,

GRAIN COMMISSION RECEIVERS AND EXPORTERS.

RICHARD GAMBRILL, Western Manager, Chicago, Ill.

Thos. H. Botts & Co.

FLOUR, GRAIN AND GENERAL
Commission Merchants

214 Spears Wharf

213 Patterson Street

BALTIMORE, MD.

REFERENCES—First National Bank, C. Morton Stewart & Co.,
I. M. Parr & Son, BALTIMORE; Dunlop Mills, Warner, Moore
& Co., RICHMOND, VA.

KIRWAN BROS. GRAIN CO.

BALTIMORE, MD.

BUYERS AND RECEIVERS

GRAIN & HAY

We solicit your consignments.

ST. LOUIS

DANIEL P. BYRNE & CO.,

Successors to

REDMOND CLEARY CO. CO.

Established 1844.

Incorporated 1887.

Grain, Hay and Seeds.

Chamber of Commerce, ST. LOUIS, MO.

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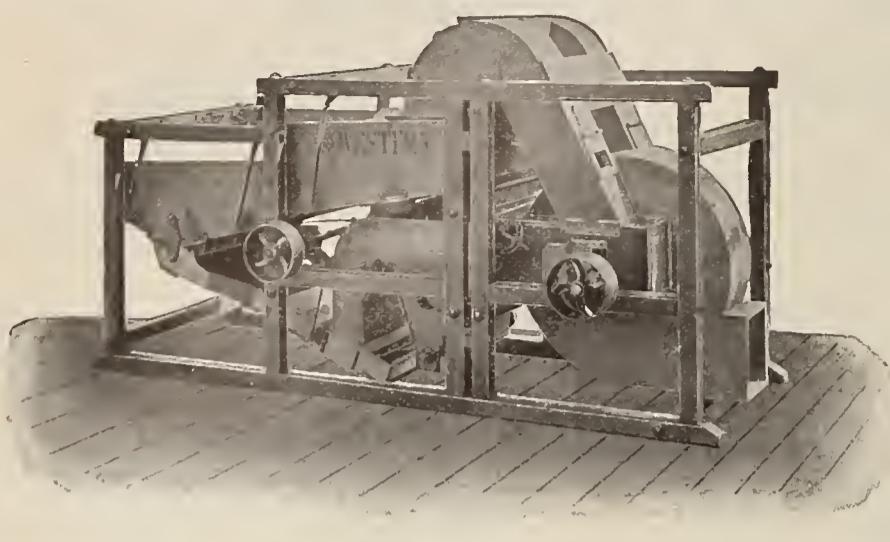
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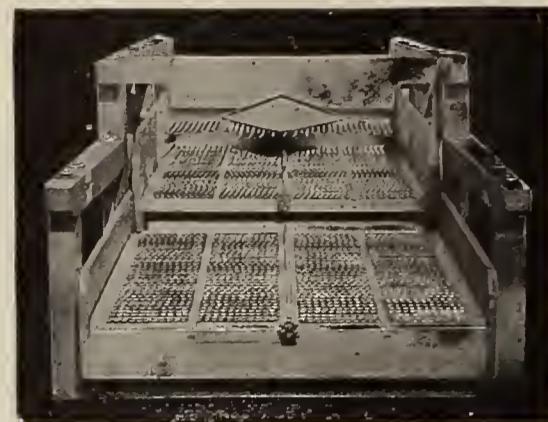
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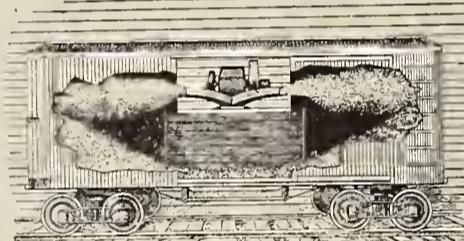
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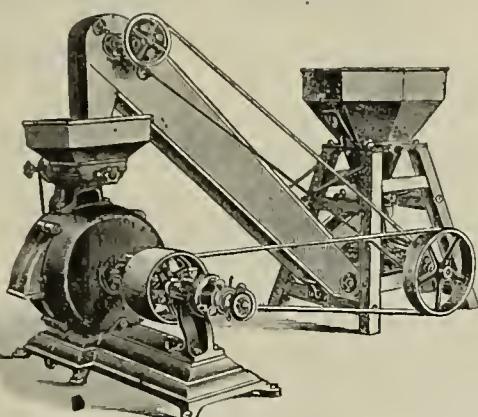
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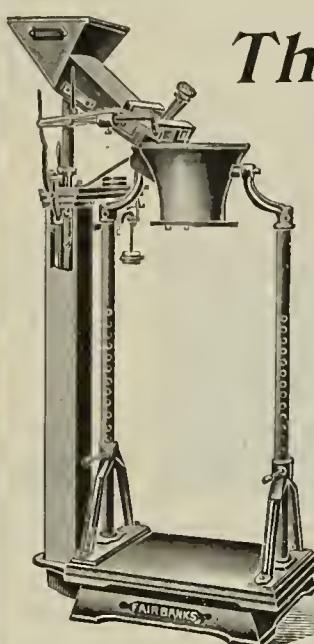


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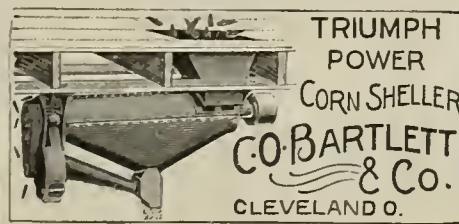
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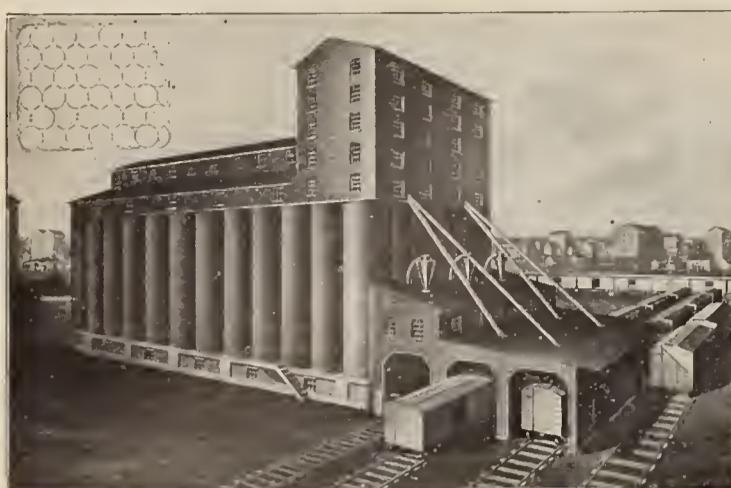


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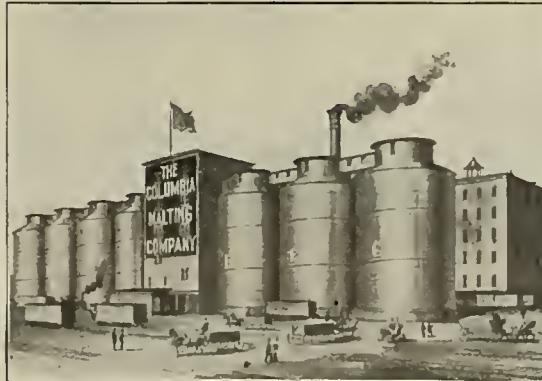


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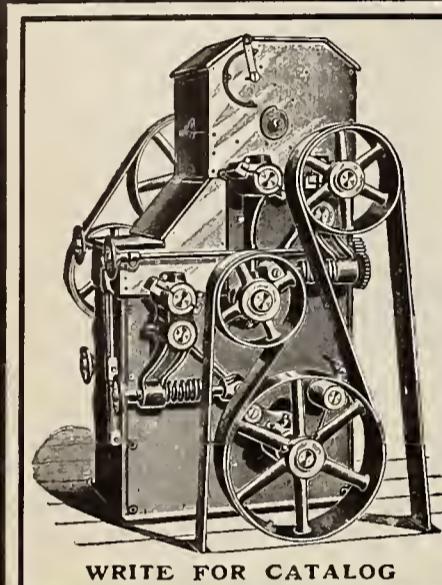
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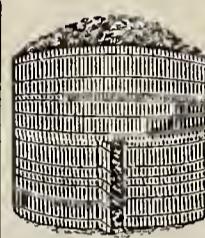
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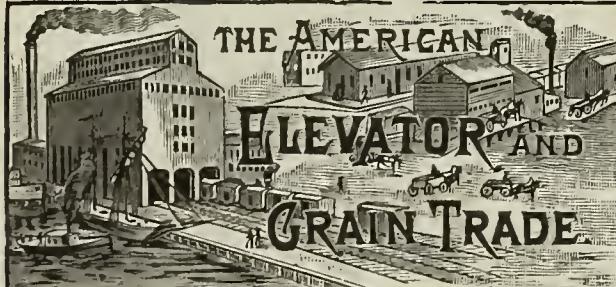
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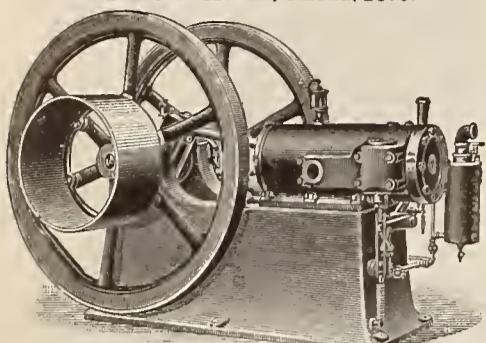
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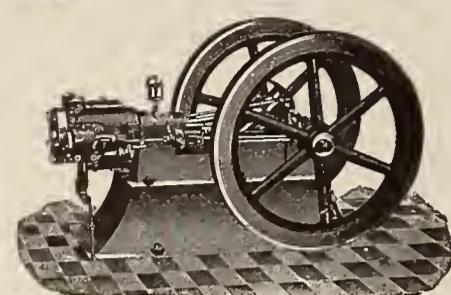
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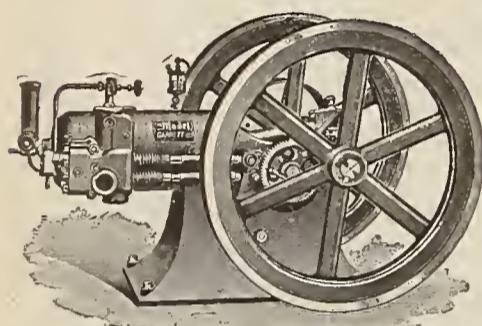
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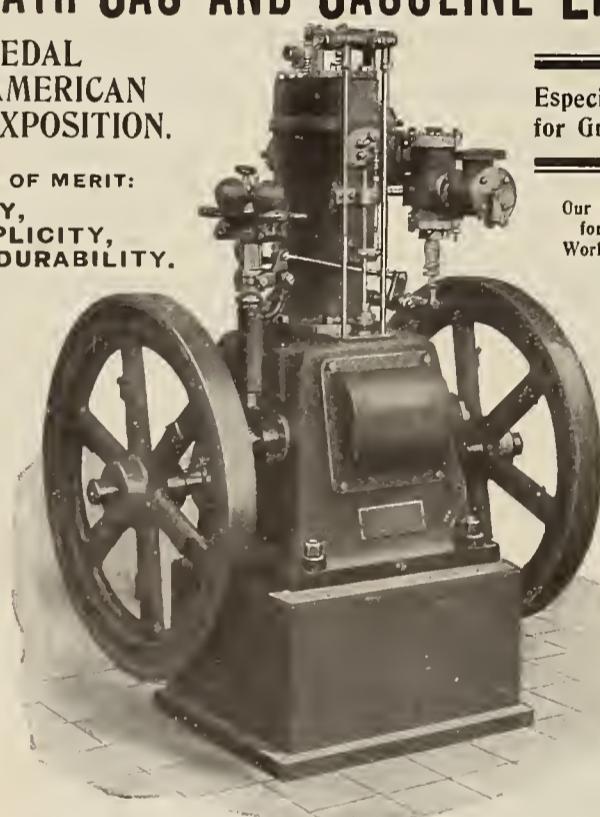
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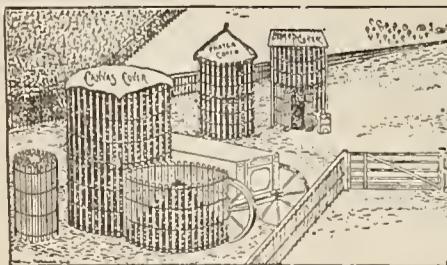


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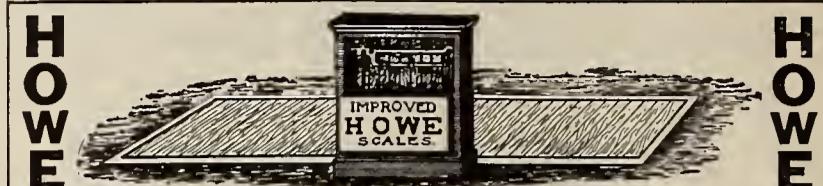
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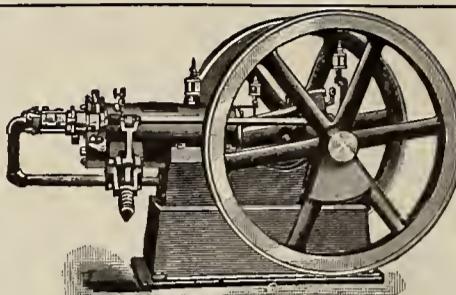
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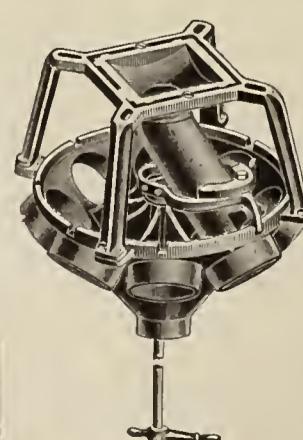
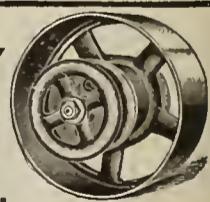
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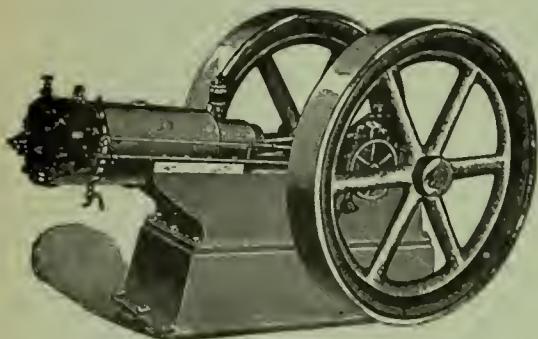
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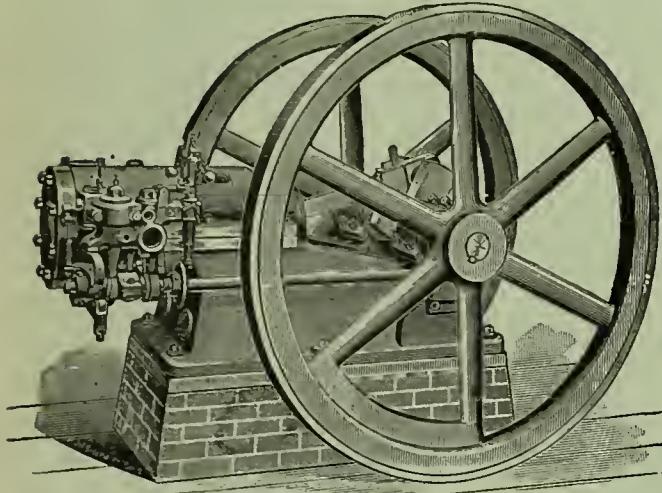
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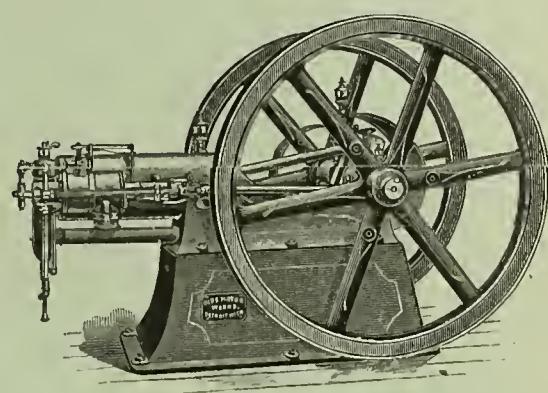
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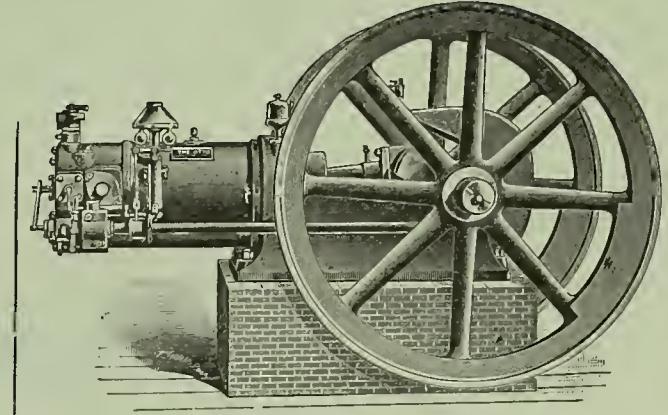
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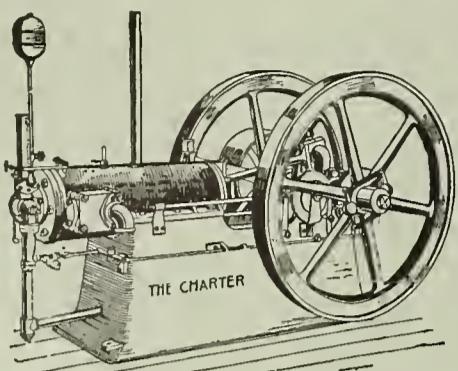
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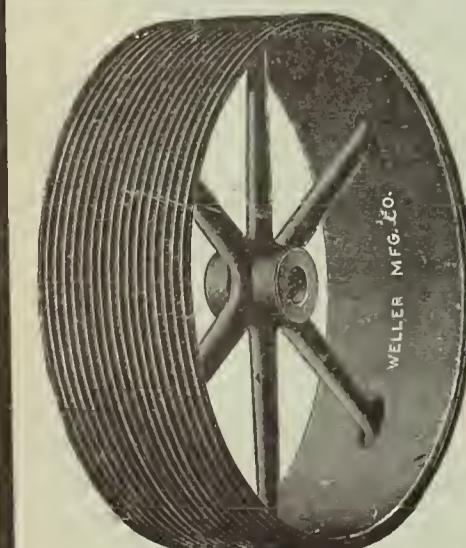
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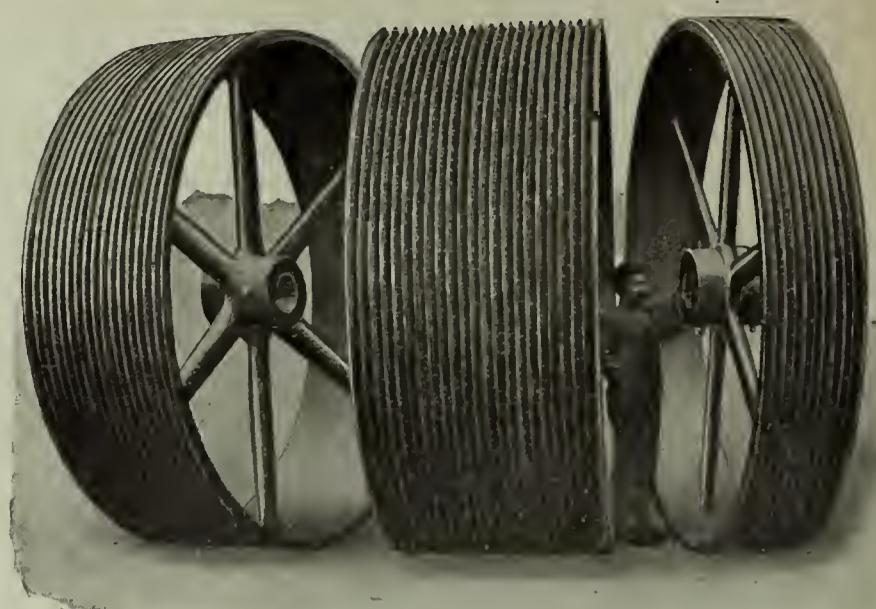
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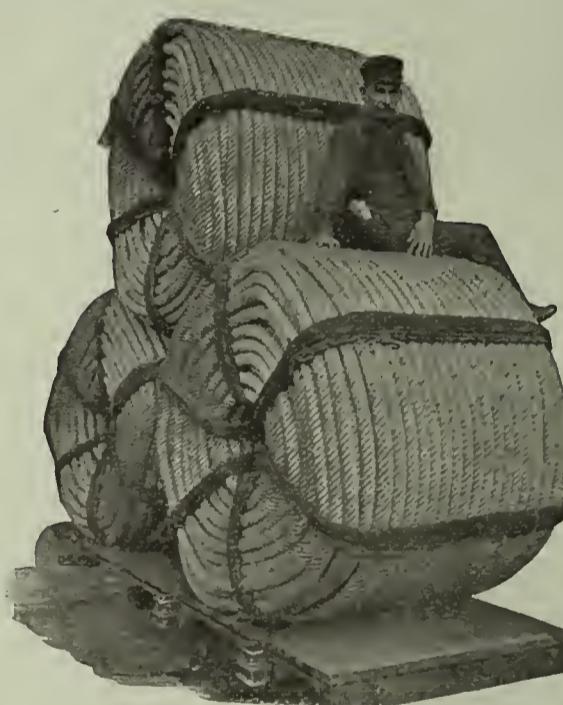
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